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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEKS DAYS.

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.35	5.43	7.15
Yaumati	...Dep.	6.49	—	9.20	10.07	12.07	1.23	—	—	4.43	5.50	7.23
Shatin	...Dep.	7.01	—	9.33	10.19	12.19	1.34	—	—	4.54	6.03	7.35
Taipo	...Dep.	7.15	—	9.43	10.32	12.32	1.47	—	—	5.07	6.15	7.48
Taipo Market	Dep.	7.20	—	9.53	10.36	12.36	1.51	—	—	5.11	6.19	7.52
Fanling	...Dep.	7.30	—	10.05	10.46	12.46	2.01	—	—	5.21	6.30	8.02
Sheungshui	..Dep.	7.35	—	10.10	10.51	12.51	2.06	3.14	—	5.26	6.35	8.07
Shumchun	...Arr.	7.41	8.45	10.18	10.57	12.57	2.12	3.20	3.40	5.32	6.41	8.13
Canton	...Arr.	—	11.50	5.38	—	—	—	—	6.47	—	—	—

		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton	...Dep.	—	—	—	8.05	—	—	—	—	3.20	—
Shumchun	...Dep.	7.18	8.05	10.34	11.09	11.37	2.58	4.41	5.49	6.24	6.46
Sheungshui	..Dep.	7.25	8.12	10.41	—	11.44	3.05	4.48	5.56	—	6 53
Fanling	...Dep.	7.30	8.16	10.46	—	11.49	3.10	4.52	6.00	—	—
Taipo Market	Dep.	7.40	8.26	10.56	—	12.00	3.21	5.02	6.10	—	—
Taipo	...Dep.	7.44	8.31	11.00	—	12.05	3.26	5.07	6.15	—	—
Shatin	...Dep.	7.57	8.44	11.13	—	12.19	3.39	5.20	6.28	—	—
Yaumati	...Dep.	8.11	8.56	11.25	—	12.31	3.51	5.32	6.40	—	—
Kowloon	...Arr.	8.17	9.02	11.31	11.49	12.37	3.57	5.38	6.46	7.04	7.29

SUNDAYS AND PUBLIC HOLIDAYS.

		A.M.	A.M.	* A.M.	* A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.	6.40	8.05	8.30	9.04	9.10	10.00	12.00	2.24	3.00	5.18	7.15
Yaumati	...Dep.	6.49	—	—	—	9.20	10.07	12.07	2.31	—	5.25	7.23
Shatin	...Dep.	7.01	—	—	—	9.33	10.19	12.19	2.43	—	5.38	7.35
Taipo	...Dep.	7.15	—	—	—	9.48	10.31	12.32	2.56	—	5.52	7.48
Taipo Market	Dep.	7.20	—	—	—	9.53	10.36	12.36	3.00	—	5.56	7.52
Fanling	..Dep.	7.30	—	—	—	10.05	10.46	12.46	3.10	—	6.07	8.02
Sheungshui	..Dep.	7.35	—	9.07	9.41	10.10	10.51	12.51	3.15	—	6.12	8.07
Shum Chun	..Arr.	7.41	8.45	9.13	9.47	10.16	10 57	12.57	3.21	3.40	6.18	8.13
Canton	...Arr.	—	11.50	—	—	5.38	—	—	—	6.47	—	—

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	* P.M.	P.M.	P.M.
Canton	...Dep.	—	—	8.05	—	—	—	—	—	3.20
Shum Chun	..Dep.	8.05	10.34	11.09	11.37	2.58	5.00	5.34	5.56	6.24
Sheungshui	..Dep.	8.12	10.41	—	11.44	3.05	5.07	5.41	6.03	—
Fanling	...Dep.	8.16	10.46	—	11.49	3.10	5.11	—	6.07	—
Taipo Market	Dep.	8.26	10.56	—	12.00	3.21	5.21	—	6.17	—
Taipo	...Dep.	8.31	11.00	—	12.05	3.26	5.25	—	6.21	—
Shatin	...Dep.	8.45	11.13	—	12.19	3.39	5.38	—	6.34	—
Yaumati	...Dep.	8.57	11.25	—	12.31	3.51	5.50	—	6.46	—
Kowloon	...Arr.	9.03	11.31	11.49	12.37	3.57	5.56	6.17	6.52	7.04

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Our London Letter.

A LEAP YEAR SUGGESTION.

EMPIRE TRADE MOVEMENT.

PROPOSAL "CATCHES ON" IN AUSTRALIA.

IMPROVEMENTS IN PICCADILLY.

[FROM OUR OWN CORRESPONDENT.]

LONDON, October 29th.

Next year will be Leap Year, and in this connection an original suggestion has been made which has attracted a good deal of interest both here and in Australia. It emanates from the promoters of the All-British Trade Exhibition which is to be held in Melbourne from February 23rd to April 10th. This period covers February 29th, and the exhibition authorities have called on Australians throughout the Commonwealth on that day to buy some article of entirely British manufacture. The idea has been taken up in the Australian Press, and from the number of letters written to the papers applauding the suggestion it seems that the idea has caught on.

A similar movement is, however, required in the United Kingdom, and the Federation of British Industries have been asked by the Exhibition authorities to do all in their power to see that on February 29th everyone in Britain is induced to buy some Australian product or manufactured article, thus making the movement reciprocal. By this means it is hoped that an idea may be started and carried on either year by year or every Leap Year day. The movement is, of course, capable of infinite expansion, and might be made the basis of a very powerful campaign to stimulate trade within the Empire.

Piccadilly Open Again.

Piccadilly is again open to traffic along its entire length from the Circus to Hyde Park Corner. With the disappearance of the last of the barriers to traffic the buses made their way over the famous thoroughfare, and after them it seemed that every sort of heavy vehicle in London that could find an excuse to take that route appeared in Piccadilly—motor lorries, snorting steam engines with trailers behind, and big delivery vans.

The public on the buses who drive along Piccadilly every day were delighted with the smoothness of the surface. The line of pot holes between the New Princes Gallery and the Green Park that used to bounce the buses up and down like balls has gone. It took all the years of war to make those holes, and I think it is safe to say Piccadilly will never see their like again. The shop keepers are also glad to see the traffic on the street once more after months of comparative quiet and the stoppage of business.

Minister Of Health On Tour.

Mr. Neville Chamberlain is making a tour of the provincial cities of England, and is closely examining the working of the local Government services. This is characteristic of the thoroughness of the Minister of Health. The Socialist suggestion which is often made that Conservatives are hostile to sound progressive local government will not bear examination. It was a Conservative Measure in 1888 which created the County Councils and the County Boroughs. The present system of education was based on a Conservative Act in 1902.

The total death rate and the Infant Mortality rate of the nation have been halved within four generations; the mortality of childhood is one-third of what it was 80 years ago; and the "expectation" of life for a child born in this country to-day is not less than 17 years longer than it was for a child born 80 years ago.

As for housing, all the important Acts to the outbreak of War were with one exception Conservative. It is due chiefly to the present Government also that the housing shortage is being overtaken. One thing more the ratepayers want—a substantial lowering of rates. The tendency is in the direction of reduction but not nearly fast enough.

Women M.P.'s.

An interesting commentary on the woman M.P. is suggested by the fact that the Countess of Iveagh is standing for Southend, which has become vacant owing to her husband succeeding his father—head of the famous brewing firm of Guinness—in the Earldom. That she will be elected there is hardly a doubt, because Southend is, on the whole, a Conservative stronghold, and as the Socialists are going to contest it, as well as the Liberals, her election is a certainty. [The cable has already reported Lady Iveagh's success by an overwhelming majority.—Ed.] There will then be four women Conservative members, all of whom will have succeeded to their husband's sphere if influence.

Viscountess Astor followed her husband in Plymouth; when he succeeded to the Peerage, Mrs. Philipson came on the scene in Berwick-upon-Tweed when her husband, owing to an electoral mishap, had to give it up; and the Duchess of Atholl, although she did not immediately follow her husband when he went to the House of Lords, was elected for the same constituency which he represented in Parliament when he was Marquess of Tullibardine. Moreover, when the Liberal Mrs. Wintringham—who is not a member now—came into the House it was in her late husband's footsteps.—H.B.

(*Continued on next Column.*)

"PAY AS YOU GO" SLOGAN.

AMERICAN METHODS.

HIRE-PURCHASE FOR EVERYTHING.

EVEN JEWELLERY.

"Hire-purchase,"—buying goods by the instalment plan—has become one of the chief motive powers of retail business, judging by a remarkable analysis of this "Pay as you go" system, published in the monthly issue of the *Westminster Bank Review*.

The United States is taken by the *Review* as the chief home of hire purchase, and the following figures are quoted:—

Retail sales financed in America by instalments total £1,200,000,000 in a single year.

The "instalment debt" at any given moment in the United States is £350,000,000; exclusive of transactions in houses, life insurance, and stocks and bonds.

These figures are 15 per cent. of the annual amount spent by citizens of the United States on retail buying.

Pioneer Industry.

"The available evidence," declares the *Westminster Bank Review*, "shows fairly conclusively that the extent to which resort is made to deferred payment methods varies considerably from industry to industry and, on the demand side, from one stratum of society to another. The automobile industry has been, as already stated, a pioneer as regards this form of selling policy in its present phase.

"According to Dr. Plummer, a Pennsylvania University economist, no less than 75 per cent. of the products of this industry are sold on hire purchase, about £300,000,000 worth of motor-cars being 'driven on credit' at any given moment.

"Next in importance come the furniture trades, responsible for just under 20 per cent. of the total instalment debt. Other trades relying on the system to a greater or less extent are gramophone, making (which markets about four-fifths of its output in this way), electrical washing machinery (which markets about three-fourths), vacuum cleaners (about two-thirds), and jewellery (one-fourth), while the majority of pianos, sewing machines, wireless sets, and electric refrigerators reach their purchasers by way of a deferred payment contract.

£28,000,000 For Clothes.

"Something like £28,000,000 of clothing is sold annually in the same way, but in this case the term of payment is short and the amount of credit outstanding at one time comparatively small."

It is apparent that British bankers have not quite made up their minds as to the complete advantage of the instalment system, for the *Westminster Bank Review*, in passing general judgment, says:

"A larger experience of its effects is desirable, however, before scientific observations can confidently pronounce upon its merits or defects. Evidence is required in particular of its characteristics during a period of trade depression. This evidence has not been provided, up to the present, in the United States, where the system has reached its fullest development, and it would be well, therefore, to regard any conclusions based on present experience as necessarily tentative."

DIARY OF EVENTS.

To-day.

Interport Cricket: Shanghai *v.* Malaya, H.K.C.C. ground (second day).

Interport Rifle Shoot practice, Taikoo Range, 2 p.m.

Trade Revival Conference, General Chamber of Commerce, 4 p.m.

Garrison Football League:—R.A.O.C. *v.* H.Q. 2nd K.O.S.B.; H.Q. 1st K.O.S.B. *v.* R.A., Sookunpoo, 4.15 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.; Cafe Regent, 4.30—6.30 p.m.

Musicale Helena May Institute ("Romanticist Music"), 5.30 p.m.

Steel and Coulson's Billiard League: D.R.C. *v.* Queen's; Warders *v.* Police.

After dinner dance, at Lee Gardens.

Cafe Regent dinner dance, 8 p.m.

H.K. Amateur Dramatic Club present "Bulldog Drummond," Theatre Royal, 9.15 p.m.

Queen's Theatre: "What Price Glory."

World Theatre: "The Man on the Box."

Star Theatre: "Wages for Wives."

Principal Mails:—Outward: Canada, America, etc., and Europe *via* Victoria (*Talthybius*), 9.30 a.m.; Canada, America, etc., Europe *via* Victoria, B.C., and *via* Siberia (*President Grant*), 10.30 a.m.

Friday.

Entries close for Macao 5th Extra Race Meeting.

Cricket: Shanghai *v.* United Services, H.K.C.C. ground.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.; Cafe Regent, 4.30—6.30 p.m.

Hockey: Club "A" *v.* Club de Recreio, King's Park, 5 p.m.

Government House Dance.

Cafe Regent dinner dance, 8 p.m.

Engineers' Institute Dance.

H.K. Amateur Dramatic Club present "Bulldog Drummond," Theatre Royal, 9.15 p.m.

Queen's Theatre: "What Price Glory."

World Theatre: "The Man on the Box."

Star Theatre: "Wages for Wives."

Principal Mails:—Inward: Europe *via* Suez (*Kashgar*); Europe *via* Siberia (*Mongolia*).

Saturday.

First day of Jemadi-al-akhir.

Queen of Norway born, 1869.

Italian Convent Bazaar, for Orphans and Invalids, Caine Road, 10 a.m.

Bankruptcy Court, 10.30 a.m.

Interport Cricket: Malaya *v.* Hong Kong, H.K.C.C. ground (1st day).

Hong Kong Jockey Club 8th Extra Race Meeting, Happy Valley.

Yachting: Club Cruise to Discovery Bay.

Cricket League:—Division I.: Craigengower C.C. *v.* I.R.C. "A." Division II.: Club de Recreio *v.* H.K. Electric Co.

Friendly Cricket: H.M.S. *Tamar* *v.* C.S.C.C. 2nd XI.

Football League:—Division I.: S.C.A.A. *v.* Club; R.A. *v.* Kowloon; Queen's *v.* Scots Guards; Chinese Ath. *v.* Recreio. Division II. "A": Kowloon *v.* R.A.; K.O.S.B. *v.* Recreio; South China "B" *v.* Club; Chinese Ath. *v.* St. Joseph's; University *v.* South China "A." Division II. "B": South China "A" *v.* Scouts; St. Joseph's *v.* Chinese Ath.; Kowloon *v.* South China "B"; Kung Woo *v.* Moslems.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.; Cafe Regent, 4.30—4.60 p.m.

Cafe Regent and King Edward Hotel dinner dance, 8 p.m.

"Al Fresco" Concert for Interport Cricketers, H.K.C.C. ground, 9 p.m.

H.K. Amateur Dramatic Club present final performance of "Bulldog Drummond," Theatre Royal, 9.15 p.m.

Queen's Theatre: "What Price Glory."

World Theatre: "The Man on the Box" (5.15 p.m. and 9.20 p.m.); Chinese film, "The Mystic Fan" (2.30 p.m. and 7.15 p.m.).

Star Theatre: "Wages for Wives."

Principal Mails:—Outward: Europe *via* Marseilles, etc. (*Mongolia*), 10.30 a.m.; Europe *via* Siberia (*Szechuen*), 2.30 p.m.

Sunday.

1st Sunday in Advent.

Italian Convent Bazaar, for Orphans and Invalids, Caine Road, 10 a.m.

St. Andrew's Society and Scottish Company of Volunteers attend annual Church Parade at Union Church Kennedy Road, 10.30 a.m.

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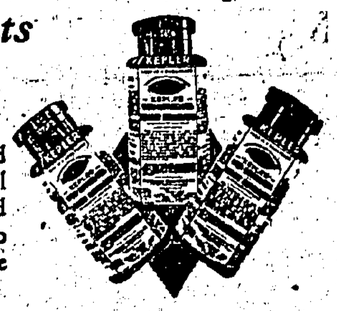
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BACK FROM CHINA IN MERRY MOOD.

RESERVISTS WELCOME HOME.

AMUSING REMINISCENCES.

THE BATTLE OF SHATAUKOK.

The dock named after King George V. was all alive with pidgin-English, parrots, canaries, and affectionate welcomes on October 21st.

Four hundred men who have been guarding British lives and property in China were disembarking from the *Hermitus*, and telling everyone within reach that they were very glad to be back.

"Not one piecey canary left in bally old China," I heard a Scottish accent sing (writes an *Evening Standard* representative), while in the deepest Irish brogue another fellow was saying: "China allee samee bad place, begorra. Much smellee, much muckee, all the time, bedad."

This was the first detachment of the Army reserve to arrive. It represented many units, and all were attached to the Cameronians.

Welcome From The Womenfolk.

In the early days of the China trouble these men had left whatever work they were doing and rushed off to the help of their countrymen in the land of the Celestials.

Now they were back, and although many of them told me they had not the slightest idea where they were going to find work, they were just as excited about being in England again as were those with safe jobs awaiting them.

There was no official welcome. Tommy only gets that on special occasions, but it was made up for by the warmth of personal greetings. Wives, sisters, and sweethearts were on the quayside and sometimes there were curious encounters.

A braw fellow from Perthshire was met by two women and two babies. His lean bronze face was a study in wonderment. He knew that one of the infants was his because of a certain letter he had had out there, but which? Surely not both. He had been warned of no double event. Then the man's wife told him.

"This one," she said, "is yours and mine, Jock, and that one is your new little brother. Your mother's had a wean since you went away in February."

Jock's face cleared, and he kissed his own bairn and that bairn's baby uncle.

They Do Not Like China.

All the boys were unanimous about one thing. They did not like China.

The verdict of one warrior was that the war in China was the "biggest comic opera you could set eyes on."

"They make up their armies as they go along. A general of a side pushes on into a section of the country that we should call a county, and the local boys rally round him.

"They pretend to be as keen as mustard for the time being, but as soon as they advance all the lads of the villages behind pack up and go home. They'll fight in their own parish, you might say, but they'll be blessed if they'll fight in somebody else's. So the army never gets very big, and the war never gets very far.

The Place Called "Shuttlecock."

"Oh, yes, we very nearly did a bit of scrapping once. It was at a place which we called Shuttlecock, spelled Sha-Tau-Kok. It was just on the border of a bit of our territory and a bit of theirs.

"The Chinese soldiers kept nipping over in the night and stealing anything they could lay hands on. We were called out. As soon as those robbers saw us with fixed bayonets they ran like rabbits, and before you could say 'chop-chop,' all the trouble from that little spot of army was over."

Roll call sounded, and the men were marched off to the train waiting to take them to their depots, where they disband.

CIGARETTE THAT LIGHTS ITSELF.

NO MORE TRAGEDIES OF "MATCHLESS" MEN.

A retired business man has invented a self-lighting cigarette.

A tiny disc of touchpaper is fixed to one end of the cigarette. Centred on the disc is a fragment of the igniting material about the size of a pin's head. A gentle touch of this end of the cigarette against the prepared side of the cigarette packet, and the trick is done. The touch paper glows for an instant and the cigarette is lit.

The tobacco is not affected by the process, the lighting material and the touchpaper being completely odourless.

The inventor is preparing to take out world patents for his ingenious device before placing it on the market.

SKY-WRITING ATTACKED AS A NUISANCE.

SHOULD BE MADE ILLEGAL.

WHO OWNS THE AIR?

"Sky-writing" may soon be classed with hill-boards as a public nuisance and limited by ordinance in Germany if the suggestions made by the *Deutsche Juristen Zeitung*, the chief journal of the Bench and Bar, are carried out.

Since Berlin has become the most "flown over" city in the world, with aeroplanes constantly crisscrossing above and the hum of propellers always in the ears of its inhabitants, puridical experts of the Reich have begun to busy themselves with the question, "Who owns the air?"

Already the Lufthansa has been threatened with a suit for damages when one of its aeroplanes "flew down" and killed a valuable carrier pigeon whose owner keeps a loft near Tempelhofer Feld.

The *Deutsche Juristen Zeitung*, devoting a learned article to the novel jurisdiction problems presented through the advent of sky-writing, asks whether it would not be advisable to pass a law prohibiting sky-writers from "defacing the heavens" over resorts noted for the natural beauty of the landscape.

Contemplation Disturbed.

On every clear day for the last few months an English sky-writer has written the name of a German laundry preparation across the sky. Holiday makers on the outskirts of town complain that just at the moment when they believe themselves far removed from the distraction of the city, there suddenly appears on the heavens an immense advertisement, disturbing their contemplation of the infinite, and spoiling the landscape.

Another question raised by the legal periodicals is what would happen if two sky-writers were to quarrel over possession of the sky. Suppose, for example, suggests the *Juristen Zeitung*, one sky-writer inscribes across the blue a name like "Fixhit," label for the world's best mucilage. But along comes a second sky writer, flies his aeroplane through the first three letters of the sign, blots out the "Fix" and leaves "hit," which is the name of the second sky-writer's favourite product, a water proof eyelash pencil.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

	November 22nd, 1927.
H.K. Bank	$1,132½ nom.
Do., London	£120 nom.
Chartered Bank	£20⅜ buy.
Mercantile Bank, A. & B.	£30½ nom.
Do., C	£13½ nom.
P. & O. Bank	£10 nom.
East Asia Bank	$68 nom.
Canton Insurance	$540 buy.
Union Insurance	$292½ nom.
North China Ins.	Tls. 143 nom.
Yangtsze Insurance	M. $48½ buy.
China Underwriters	$1.20 sel.
China Fire Insurance	$215 nom.
Hong Kong Fire Ins.	$690 buy.
Douglases	$35½ buy.
Steamboats	$20 sel.
H.K. Tugs	$1.90 nom.
Indo-Chinas (Pref.)	$30 nom.
Do. (Def.)	$43 nom.
Shell Transports	91/- nom.
Waterboats	$17 nom.
Bengals	$2½ nom.
Kailan Mining Ad.	63/- nom.
Langkats (combined)	Tls. 17½ buy.
Do. (single)	Tls. 9½ buy.
S'hai. Explorations	Tls. 3 nom.
Shanghai Loans	Tls. 5½ buy.
Raubs	$3⅞ buy.
Tronoh Mines	19/3 nom.
H.K. & K. Wharfs	$120½ nom.
H.K. & W. Docks	$35 sel.
China Providents	$4 nom.
Hongkews	Tls. 155 buy.
New Engineerings	Tls. 5 sel.
Shanghai Docks	Tls. 95 buy.
Ewo Cottons	Tls. 7.20 buy. 7.45 sel.
Orientals	Tls. 2 nom
Shanghai Cottons (old)	Tls. 43 buy.
Do. (new)	Tls. 23 buy.
H.K. & S. Hotels	$8½ sel.
H.K. Lands	$56½ sel.
Shanghai Lands	Tls. 123 buy.
Humphreys Estates	$12⅞ buy.
Hong Kong Realties	$6½ buy.
H.K. Territorials	$1½ sel.
Prince's Buildings	$120 buy.
H.K. Tramways	$20.10 buy.
Peak Trams (old)	$14 sel.
Do. (new)	$7 sel.
Star Ferries	$54½ buy.
China Lights (comb.)	$12 nom.
Do. (old)	$9½ nom.
Do. (new)	$6½ nom
H.K. Electrics	$54½ nom.
Macao Electrics	$44 buy.
Telephones	$3.70 buy.
China Buses	Tls. 6½ buy.
Singapore Tractions	1s/9 nom.
China Sugars	$13 nom.
Malabon Sugars	$30 sel.
Canton Ices	$5 nom.
Cements (combined)	$7 sel.
Do. (old)	$6.60 nom.
Do. (new)	$1 sel.
H.K. Ropes (old)	$10 nom.
Do. (new)	$5 nom.
United Asbestos	$12 sel.
Dairy Farms	$15.10 nom.
Watsons	$11½ nom.
Der. A. Wings	$6 nom.
Lane Crawfords	$5 sel.
Mackintoshs	$23 sel.
Sinceres	$3½ nom.
Wm. Powells	$5 sel.
H.K. Amusements	$19 buy., 19½ sel.
H.K. Constructions	$11 sel.
B'que. Indus. G. Bonds	55½% buy. & sa.
H.K. Govt. Loans	2½% prem. buy.

buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal.

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DOG SAVES HIS MASTER.

RESCUE THAT BROUGHT A REPRIEVE.

VIENNA.

"How a dog which had been condemned to death succeeded in saving its master's life, and unwittingly its own, is told by the Vienna *Arbeiter Zeitung*.

A quarryman decided to destroy his dog, which was getting old. He took the animal into the woods, tied it to a tree, bound a dynamite cartridge to its back, lighted a long time fuse, and retired to a safe distance to watch the end.

The dog, however, took fright at the smell of the burning fuse, and succeeded in getting loose from the tree.

It ran to rejoin its master, and rushed up to him with the burning fuse and the cartridge still on its back.

The terrified quarryman ran away, while the dog, thinking that it was a game, romped after him.

The man ran to a disused quarry which was filled with water, and dived in. He was unable to swim, and the dog, which followed him into the water, thereby putting out the fuse, dragged its master to the bank and barked for assistance.

The man was carried home, suffering from shock, by woodcutters, with the reprieved dog trotting cheerfully behind.

EXCHANGE.

CLOSING QUOTATIONS.

November 23rd, 1927.

On London.—	
Telegraphic Transfer	2/0⅛
Bank Bills, on demand	2/0 5/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/0⅛
Credits, at 4 months' sight	2/1⅛
Documentary Bills, 4 months' sight	2/1⅛
On Paris.—	
Bank Bills, on demand	1,250
Credits, 4 months' sight	1,325
On New York.—	
Bank Bills, on demand	49⅜
Credits, at 60 days' sight	51
On Bombay.—	
Telegraphic Transfer / Bank Bills, on demand	185
On Calcutta.—	
Telegraphic Transfer / Bank Bills, on demand	135
On Shanghai.—	
Bank Bills, at sight	73½
Private, 30 days' sight	—
On Yokohama.—On demand	107
On Manila.—On demand	99
On Singapore.—On demand	87½
On Batavia.—On demand	121½
On Haiphong.—On demand	—
On Saigon.—On demand	nom.
On Bangkok.—On demand	92½
Sovereigns, Bank's Buying rate	$9.55
Gold Leaf, 100 fine, per tael	—
Bar Silver, per oz.	26⅛

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BULLDOG DRUMMOND

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Coming—
The
FOUR HORSEMEN
of the Apocalypse

THE CABINET "TOO OLD."

M.P.'S PLEAD FOR A CHANCE FOR RISING CONSERVATIVES.

PROMOTION AT 66.

A feeling of disappointment is manifest to-day among young Conservative M.P.s and also among back benchers of experience, because they take the announcement of Mr. Ronald McNeill's promotion to Cabinet rank in succession to Viscount Cecil, unaccompanied by any other change, as an indication that the Prime Minister does not intend to make any extensive reconstruction of the Ministry.

It was thought that Viscount Cecil's resignation of the Chancellorship of the Duchy of Lancaster would be hailed as an appropriate opportunity for a reshuffle, but apparently all that will happen is that a new Financial Secretary to the Treasury will be appointed either from the ranks of junior ministers or from the back benches.

Emphasis is laid on recent ministerial declarations on the value of youth in politics, and critics are pointing out that there has been a complete disregard of the chances of putting precept into practice, states the *Evening Standard*.

Young Talent.

The present House of Commons has a greater wealth of young Conservative talent than any Parliament in recent years, but owing to the Government's majority and other considerations the young men urge that they have been denied opportunities of showing their paces, while their prospects of promotion have been reduced to a minimum.

Their complaint is, as put to-day by Mr. G. R. Hall-Caine, M.P., that lip service is paid to the young men, who are encouraged when the party is out of power and neglected when it comes into office.

This apparent neglect of the young men, together with the widely-held view that certain Ministers are square pegs in round holes, has prompted the demand for the infusion of new blood.

The present Cabinet numbers 21, and their ages are as follows:—

Mr. Baldwin, 60.
Sir A. Chamberlain, 64.
Lord Salisbury, 66.
Lord Balfour, 79.
Lord Cave, 71.
Mr. Churchill, 53.
Sir W. Joynson-Hicks, 62.
Mr. Amery, 54.
Sir L. Worthington-Evans, 59.
Lord Birkenhead, 55.
Sir S. Hoare, 47.
Mr. Bridgeman, 63.
Sir P. Cunliffe-Lister, 43.
Mr. N. Chamberlain, 58.
Mr. W. Guinness, 47.
Sir J. Gilmour, 51.
Lord Eustace Percy, 49.
Sir A. Steel-Maitland, 51.
Sir Douglas Hogg, 55.
Lord Peel, 60.
Mr. R. McNeill, 66.

Loyalty Or Efficiency.

Mr. Hall Caine declared that the tendency to encourage young men when the party is out of office and neglect them when it is in power, has been shown even more clearly in recent Conservative Governments than almost any Government he could remember.

"The present Government," he said "is to all intends and purposes 90 per cent. the same ministry as when Mr. Bonar Law took office in 1922. That, of course, is due to the extraordinary loyalty of Mr. Baldwin to his associates.

"That is a characteristic which we cannot fail to admire personally, but whether it represents good tactics for a party is entirely another question when efficiency is concerned. I am bound to say that it would be very bad tactics for business.

"Speaking as a business man, if I were to run my business on loyalty and not on efficiency I should find myself in the bankruptcy court. There are other ways of rewarding a man who has served you well than by putting him into a pivotal position.

"In my five years' experience in the House of Commons I have seen young men come in full of enthusiasm, and I have seen that enthusiasm ebb away. While it is perfectly clear that you cannot take young men fresh from the elections and put them into highly responsible positions in the Government, yet I think if they were to make in the Government a leaven of young men in the junior offices—to graduate later to senior positions—and with more experienced Ministers to guide them for the time, they would be doing what every prudent business man does in his business.

"A good many of us feel that the claims of the younger school are being passed over for some men who may be very able but who have only lately joined the party.

"It is necessary for the Conservative Party to keep fresh young and vigorous."

(*Continued on next Column.*)

A Smaller Cabinet.

Commander Carlyon Bellairs, M.P., who intends, on the debate on the Address at the opening of the new session after Christmas, to move that the size of the Cabinet should be reduced from 21 to five, said:

"Of course, it is desirable to encourage young men, but whatever you do will not be of the slightest good unless you cut down the number of Cabinet Ministers.

"If they cut down the size, then they can go in for young men if they like. Anyone between 30 and 40 years of age is a young man in politics. I think that in the subordinate posts you must give the young men their chance to function.

"As a rule, the training is hopelessly departmental when they do get into a department. Young men in offices like Parliamentary and Financial Secretary to the Admiralty, or Civil Lord of the Admiralty, or Whips, are condemned to silence and departmental duty. I think young men have a much better opportunity for functioning outside the Government than inside."

CLEARING AWAY SLUMS IN LONDON.

TRAGEDY OF THE OLD PEOPLE.

UNABLE TO FIND NEW HOMES.

Housing authorities all over London are busily pulling down the old houses in slum areas, and putting in their place model blocks of flats, usually of four or five rooms.

The fact that many rooms in the old houses are occupied by old men and women who live alone, and who cannot afford to pay more than 5s. or 2s. 6d. a week, seems to have been completely overlooked.

Where will these old people go when they are driven out of their one-roomed homes? In the new buildings, designed exclusively to house families, there will be no place for them. In non-slum areas they will never be able to find accommodation without paying a vastly increased rent. The only alternative appears to be the workhouse.

The problem is an acute one in Somers Town, St. Pancras, where the Borough Council has actually started work on a scheme which will involve the re-housing of some 400 or 500 people. The first part of the scheme will be complete in March, while in another part of this North London slum the London County Council are planning to erect for poor peoples' flats what will be one the highest buildings in the Metropolis.

Not Run At A Loss.

In this same area the Magdalen College Mission is carrying out a housing scheme of its own. The vice-chairman of the scheme, Father P. Maryon-Wilson, commented bitterly on the Borough Council's scheme. He has lived and worked in Somers Town for four years, and he spoke of what was likely to happen to old people living in single rooms.

"I am much afraid," he said, "that the Council's scheme will prove a fine speculative achievement, attained at the cost of many individual tragedies. Visitors will be brought to the new Somers Town, and they will be shown over block after block of splendid flats.

"'There used to be a slum here,' their guides will say, 'but now we have a model town, with every imaginable convenience.' But what of the people who once lived there? I know many old women who at present are proudly maintaining themselves. Inevitably they will go to the wall. Of course, the Borough Council means well, but it has simply failed to make provision for such cases.

"We have got over the difficulty of making our new flats pay by converting many existing houses, instead of completely rebuilding. People who can afford it, take flats in our new houses, but we have the other, cheaper flats for the very poor people. So far not a single person has had to leave Somers Town as a result of our work.

"We have re-housed everybody. We have only achieved that, however, by dealing with each case in a personal manner. The remarkable thing is that our scheme is not being run at a loss."

The Clerk of the Estates Committee of the St. Pancras Borough Council confessed that the problem of what to do with old men and women who could not afford to take a flat in the new blocks was a puzzling one.

"We shall do our best to find homes for them in old houses which at present are not being pulled down," he said. "It may be possible for them to live together in some of the new flats.

"Thus four or five men, or four or five women might live in one flat, and be able to pay the rent. We have no plans for small single-roomed flats."

HUMAN LIFE IN THE STARS.

FAMOUS EXPLORER'S CONVICTION.

WORLD LEADERS: "MUST BE INTELLIGENT BEINGS."

"Science shows the possibility of there being life of some kind on some planets or some of the stars. From this concession, and from the conclusion of philosophy as to the general structure and character of the universe, we ought to be able to draw some inference as to the likelihood, or unlikelihood, of not only living, but intelligent beings existing, on other planets or other stars."

Sir Francis Youghusband, the noted explorer, makes this statement in an exposition of the view that on some planets or some stars exist beings higher than ourselves, and on one a "world-leader," the supreme embodiment of the eternal spirit which animates the whole.

"The main inference I would draw," he adds, "is that not only *may* there be intelligent beings like ourselves among the stars, but that there *must* be. What was before a speculation is now for me a conviction. Beings as high as ourselves must exist there. This is the conclusion at which I myself arrive.

Intelligent Beings.

"Even the most cautious-minded will, I trust, admit that it is more reasonable than unreasonable to suppose that such beings exist—that it is unreasonable to suppose that nowhere else in the inconceivably vast universe that science has now opened up to us are there to be found beings as intelligent as ourselves, or that only in the last one million years of the millions of millions of years during which the stars we see have existed should beings on the human level have anywhere come into existence. . . .

"Coming to the same common world as we spring from, they would have bodies composed of the same material as we know of this earth, and from their particular earth they would look on the same starry world that we see, the same Milky Way, the same Sirius, Arcturus, Castor and Pollux, and all the rest of the five thousand million stars.

Sir Francis explains the possibility of a world leader who will be the guilding spirit on each planet.

One among the highest beings on the supreme star may put himself forward, formally or informally, and be acknowledged as the one, for the time being, who can most adequately express and give practical effect to the common purpose in the mind of the whole, and voice the general sentiment. This one we may call the world leader.

Their Zenith.

"The occupant of the office of leader would be continually changing. We may assume as one individual fulfilled the period of his usefulness he would fall back, to give place to another, though always there would be a leader.

"And the leader would not always be found on the same star. In the course of ages even the highest beings would have passed their zenith, while the higher beings on another star would be just reaching theirs. It would be on the star whose inhabitants had reached their zenith that the world leader would be found."—*Daily Express.*

A GRUESOME TRADE.

HUMAN LIVER FOR MEDICINE.

A man named Shono Kamejiro (45) of Kajiya, Nishinada-mura, has been arrested by the Fukiai police. He is charged with secretly selling human liver in the locality. A report says that he has been engaged in this gruesome trade of late with some people who wanted it for medicine.

He was arrested near the Kasugano cemetery on the night of the 21st October.

The police are now holding an inquiry among the people who are believed to have been his customers.—*Japan Chronicle.*

CINEMA SHOW IN A TRAIN.

ENTERTAINMENT FOR 130 PASSENGERS.

A film show in a train was seen by 130 members of the Imperial Agricultural Research Conference, who travelled by special L.N.E.R. train from Edinburgh to London.

Practical lessons for farmers were shown on the screen, including the life stories of a plant and of a leaf.

The members were concluding an 800-mile tour, which had included research institutions in Cambridge, Stockton, Aberdeen, and Edinburgh.

A GREAT stage play as a still greater film—Romance and comedy against a background of war—An epic of laughs behind the lines—



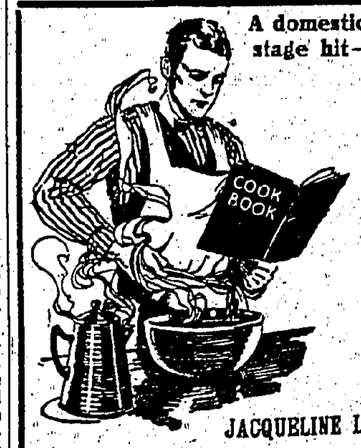
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AT THE STAR
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"IRENE" PIRATES SENTENCED TO DEATH.

SIX MEN ACCEPT THE VERDICT CALMLY.

THE SEVENTH PROTESTS HIS INNOCENCE AND DEMANDS THE REASON WHY HE SHOULD BE HANGED.

ARGUMENT REGARDING COURT'S JURISDICTION.

The trial of the seven Chinese, who took part in the piracy of the s.s. *Irene* on October 19th, was concluded at the Criminal Sessions yesterday. The jury retired for about twenty minutes and then returned a verdict of "guilty" against all the prisoners. When the verdict was announced the Chief Justice, Sir Henry Gollan, donned the black cap and pronounced sentence of death. Six of the prisoners accepted their fate calmly. They showed no sign of emotion and continued to talk in under-tones among themselves. The seventh man, however, shouted that he had not robbed anyone and demanded to know the reason why he should be hanged.

Yesterday's hearing was occupied chiefly with argument regarding the Court's jurisdiction. Mr. C. G. Alabaster, K.C., who defended the prisoners, contended that the case, covering the two indictments, should not be tried here and cited many authorities in support of his claim, but he was over-ruled. In his summing up the Chief Justice compared piracies of the old days with those perpetrated now. The privateers years ago sailed the high seas and attacked vessels in the open. Now pirates boarded the ships as passengers and consequently the work of piracy was simplified. During his thirty years administration of the law, he said, he had never met with a case similar to this one.

JURISDICTION.

When the case opened yesterday morning, Mr. C. G. Alabaster entered into an argument regarding the Court's jurisdiction to try the prisoners on the first count of the indictment. He admitted that the Court had jurisdiction over the prisoners in respect to the second count. The first count, said Mr. Alabaster, is a statutory offence which is piracy by municipal law and the penalty is death where the piracy is accompanied by certain acts endangering life. The second count is piracy *juri gentium* (by the law of nations). On the authorities I cite, piracy *juri gentium* is justiciable anywhere and the penalty is three years' hard labour.

His Lordship: For piracy *juri-gentium*, three years' hard labour?

Mr. Alabaster: Yes. Originally, the punishment was death but it was then reduced to transportation for not less than fifteen years or three years' hard labour, and, transportation not being applicable to this Colony, we are left with three years' hard labour as the penalty.

Counsel then gave his authorities.

His Lordship: The point is this. In "Stephen's Digest" it is stated that piracy by the law of nations is liable to the same punishment as for statutory piracy.

Counsel submitted that this referred to a previous Act. "Stephen's Digest" referred to the Act of 1827, whereas the authority he cited referred to a later Act.

His Lordship: I see the point.

Counsel then continued that it was also clear, as he submitted, that piracy *juri gentium* was a distinctly different offence from those offences which had been created by statute so akin to piracy that they were called piracy in statute.

Counsel then referred to Kwok Ah Sing's case which was a charge against a Chinese of piracy with violence on a French steamer.

In this case, Counsel said, it was held by the Privy Council that the prisoner could not be extradited to China, even assuming that China had municipal law dealing with piracy. The only municipal law applying to him was the municipal law of France. But it was also held that as the offence had been committed on the high seas, it was triable anywhere and should have been tried as *juri gentium* in Hong Kong.

Turning to the question of jurisdiction, Counsel said that the Ordnance on which the Crown relied was the Colonial Courts of Admiralty Act. It stated that if any person within any Colony should be charged with the commission of any crime, including piracy, they could be brought to trial in any Colony, and in such cases all Magistrates and other officers of the law could exercise the same jurisdiction as they would otherwise.

Continuing, Mr. Alabaster said that the Crown might contend that the words "any persons" was not limited, but he contended that it could only mean any person "subject to our municipal law," or, in other words, any British subject or any person on board a British ship or any person found within British territory. It could not refer to a foreigner on a foreign ship.

Referring to the question of violence, Mr. Alabaster said that piracy could be accomplished with violence and without violence. Parliament has said that they would create a statutory offence, making a certain form of piracy punishable with death, but ordinary piracy was not so punishable. Counsel contended that if a prisoner was in the Colony's jurisdiction at the time of the offence, he could be tried on the more serious indictment. But here the Crown had included the two offences in the same indictment. While admitting that the Court had jurisdiction on the one count, he submitted that the other count, being a special statutory offence, did not come within the Court's jurisdiction.

INTERESTING BUT —.

His Lordship intimated that the Court had jurisdiction to try the prisoners for piracy with violence. He had, he said, listened to the arguments with interest but he never had any doubt on the point.

Mr. Fitzroy in making his address to the jury emphasised that the evidence clearly showed that the prisoners had acted in collusion with one another.

Mr. Alabaster said he would not call any witnesses and would not put the prisoners in the witness box, but he would claim the right to make the final address to the jury.

AFTERNOON SESSION.

At the afternoon session, Mr. Alabaster, in his address, reminded the jury that the lives of seven men rested on their verdict, and that they must remove from their mind all sense of grievance which they might have entertained with regard to other piracies. Continuing, he pointed out that the evidence of the Captain was to the effect that the pirates did not fire at anyone in particular. They were firing in the air, and it was important to remember this in determining whether violence was shown. It was also a very significant fact that the witnesses were all Northerners and that the prisoners were Southerners. Further, the seventh prisoner was not identified by any of the officers at the identification parades, although they picked him out in Court.

THE SUMMING UP.

In his summing-up, the Chief Justice said that in his thirty years' administration of the law, he had never met with a case of similar nature. Referring to the point raised by the defence that the Court had no jurisdiction on the first count, His Lordship said he had no doubt that the prisoners were within the jurisdiction of the Court. He had known of a case in similar circumstances where the accused was tried and convicted.

Dealing with the essential features of the piracy, his Lordship said that the jury had to satisfy themselves whether or not persons on board the ship were put *in fear*. All circumstances pointed to the fact that the passengers were in fear. As regarded larceny it was quite clear that the ship was under the control of the pirates and that certain articles were taken from passengers and officers.

Coming to the question of violence, the Chief Justice informed the jury that they had to consider whether violence had been committed immediately before seizing the ship, or at the time, or immediately after the attack. The evidence of the officers and steward pointed to the fact that violence was committed at the time when the saloon was rushed, when shots

(*Continued on next Column.*)

were fired and a Chinese boy was hit. If the jury were satisfied that there had been an arrangement among the seven prisoners, and that they proceeded to carry out the offence, they were, jointly responsible. In conclusion, His Lordship briefly referred to the point raised by Mr. Alabaster that the witnesses were Northerners and the prisoners were all Kwangtung men. His Lordship remarked that the pirates took the ship to Bias Bay, which as the jury knew, was the centre of pirates in the South.

THE VERDICT.

The jury retired for about twenty minutes and when they re-assembled, the foreman announced that they were unanimous in their opinion that prisoners were guilty.

In passing sentence, his Lordship said that the evidence was very clear and that the jury could not have come to any other conclusion.

BRITISH WARSHIP SUNK 70 YEARS AGO.

DISCOVERED AT MOUTH OF HAIHO RIVER.

ADMIRALTY INTERESTED.

Sunk outside the forts at Taku during the brief hostilities of 1859, the wreck of a British warship, stated to be a frigate, has been found in the mud at the mouth of the Haiho river, according to reports from Tientsin.

The vessel is of the "old wooden walls of England" type and built of teak she is said to be in excellent condition, having suffered little from her immersion of nearly 70 years in the river mud where she sank under gunfire from the Chinese forts on the river bank. Tientsin reports describe her as a frigate, one of the British vessels built in India of teak and about 200 feet long. The copper casing on the vessel's hull is stated to be intact.

Soundings are being taken to determine the exact position of the wreck as, it is reported, the British Admiralty intends to send down divers to examine her with the possible intention of raising the wreck and inspecting the hull. Although the hull of the vessel is supposed to be in remarkably good condition, the teakwood is absolutely black.

A perusal of accounts of the naval engagement at Taku forts in 1859 indicate that the vessel is not a frigate but one of the smaller British gunboats sunk in the attempt to force the channel. Admiral Sir James Hope, the British commander, had charge of a fleet consisting of one ship of the line, two frigates and 13 gunboats, only the gunboats being able to enter the mouth of the river. Much opposition was experienced, the river being carefully blocked with a boom, a row of iron spikes and stakes, and rafts tied together leaving only one narrow channel commanded by the guns of the forts. In attempting to force the channel on June 24th, 1859, three of the gunboats were sunk.—*Shanghai Times.*

CHINESE CHARTERED ACCOUNTANTS.

NATIONALIST GOVERNMENT'S APPOINTMENTS.

The *Chinese Economic Bulletin* of November 5th contains the following interesting reference to the appointment of Chinese public accountants.

Chinese chartered public accountants first made their appearance in 1918, when the Ministry of Agriculture and Commerce in Peking began to issue certificates allowing them to practise their profession. At first the requirements were very strict, and there was little demand for them: hence the very small number of those receiving the certificates. As late as 1921, only 11 certificates had been issued. Five more were issued in the next two years, but then the requirements were considerably modified, allowing all university graduates who had had special training in accountancy to apply for certificates from the Ministry. As a result, some 300 certificates have been issued by this time, and the number of accountants practising their profession is also increasing daily. There are now over 30 Chinese C.P.A.'s in Shanghai, but only four of them devote their whole time to their practice. The Nationalist Government at Nanking has also promulgated regulations for the certification of C.P.A.'s, requiring (1) graduation from a college with 20 credit hours in accountancy, (2) seven years' experience as assistant to some chartered accountant, or (3) passing a public examination on accountancy to be especially given on application. To show its reliance upon modern accountancy, the Nationalist Government recently appointed one of the Chinese C.P.A.'s in Shanghai to audit the accounts of the 2½ per cent. customs surplus.

WORLD SHIPPING.

BRITISH SUPREMACY.

A HIGH AGGREGATE.

According to the annual report of Lloyd's Register of Shipping, plans passed by the Committee during the year 1926-27 represented 490 new vessels of 1,831,920 tons, of which the projected tonnage to be built in Great Britain and Ireland formed 1,210,800 tons, or 66.1 per cent.

The tonnage ordered and now under construction is greater than at any time since 1920, and forms a welcome contrast to the actual output of the "coal strike" year, when new vessels classed numbered only 323, aggregating less than 1,000,000 tons. Even under the handicap of the coal dispute Great Britain's shipbuilders held their own during the year under review, and were responsible for more than half the total output of new tonnage.

The country's maritime pre-eminence is still more effectively proved by the total of merchant vessels holding the classification of Lloyd's Register afloat at the end of last June. The aggregate of shipping which, at that date, was so registered, amounted to 29,528,629 tons, the highest figure yet recorded; and that were also then under construction throughout the world to the Society's classification 409 other vessels which brought the total tonnage of nearly 10,000 ships to over 31,500,000.

EMPIRE TONNAGE.

As the following comparison shows, Great Britain owned, of tonnage afloat, almost as much as the other countries of the world together; if the ships of the Dominions may also be regarded as "British" the advantage was definitely in our favour:

	Ships.	Gross Tons.
Britain and Ireland	4,900	13,742,639
British Dominions	521	1,314,238
Other countries ...	4,123	14,471,752
	9,544	29,528,629
Under construction	409	2,016,897
Total	9,953	31,545,526

Among the many matters of interest disclosed by the report none is more significant of shipping's modern trend than the extent to which oil fuel is ousting coal. This tendency is strikingly illustrated by the following table, which sets out the amount of new tonnage constructed under survey in each of the years indicated, and the amount propelled respectively by the medium of oil and coal:

	Coal. Gross Tons.	Per cent.	Oil. Gross Tons.	Per cent.
1918-19	2,491,213	66.2	1,269,593	33.8
1919-20	2,111,289	50.4	2,075,593	49.6
1920-21	1,260,465	39	1,968,723	61
1924-25	671,405	51.2	639,872	48.8
1925-26	418,503	31.6	906,236	68.4
1926-27	297,948	30.8	669,114	69.2

It should be remembered that the above figures refer only to new construction in each of the years mentioned. The vast majority of ships already afloat are still coal-driven, the actual percentages to-day being: Coal 64 per cent., oil 36 per cent. How this proportion is altering is suggested by the fact that more than half last year's new tonnage is equipped for oil.

The tonnage driven by oil is divisible into two classes—ships having oil fuel installations for the burning of oil in the furnaces, and motor ships. Of the first class forty-two new vessels of 275,000 tons gross came into operation during the year, and although it does not follow that steamers fitted for oil burning in fact never use coal, the following table of tonnage so equipped will give some idea of the newer fuel's progress:

	Gross tons.
July, 1914	1,310,209
1919	5,336,678
1925	17,604,122
1927	18,481,739

Tonnage of the world's motor ships registered by the Society is to-day nearly six times as great as it was in 1919. Its growth since 1914 is indicated below:

	Motor ships.	Tonnage.
1914	227	234,237
1919	912	752,606
1925	2,145	2,714,073
1927	*2,552	4,270,824

* More than two-thirds of this number are under 1,000 tons each, and 241 are over 6,000 tons, including 88 that are each of 8,000 tons or more.

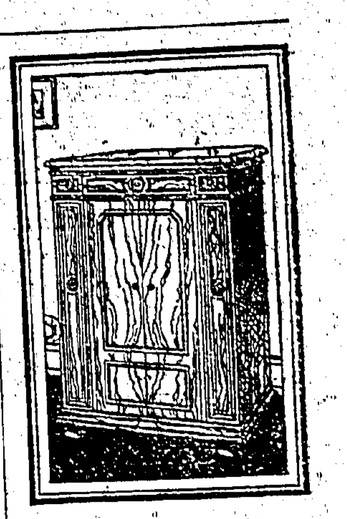
The new double-acting Diesel engine has been fitted in two motor ships, each of over 9,000 tons, and twenty-nine other sets of the same type of engine, approximating 175,200 i.h.p., are being constructed under the superintendence of Lloyd's Register.

(*Continued on next Column.*)

In yet another direction is the great increase in the use of oil fuel reflected; since 1914 the tonnage of tankers for the carriage of oil in bulk has advanced from less than 1,500,000 to nearly 6,000,000, and last year 17.7 per cent. of the total tonnage classed was represented by this type of vessel. The following table includes all oil-carrying ships on Lloyd's Register for the years mentioned:

	Gross tons.
1914	1,478,988
1919	2,929,113
1925	5,384,290
1927	5,915,677

At the present time there are 102 steel manufacturing firms in Great Britain and 418 in other countries which are recognised by the committee for the production of steel for use in vessels and machinery intended for the society's classification. Before the war the numbers were: British, 65; foreign, 217.



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JAPANESE PORTIAS.

BILL WHICH MAKES WOMEN ELIGIBLE FOR THE BAR.

The Japanese papers report that the Government has decided to introduce in the next session of the Diet a Bill providing for the revision of the Barristers' Law, one prominent feature of which is that women are made eligible for the Bar.

This report does not accord with the statement attributed to the Minister of Justice that the Bill will probably be laid before the Diet the year after next. According to the vernacular papers, the committee appointed to consider the revision of the Barristers' Law has already finished its labours, and its recommendations have been submitted to the Department of Justice. After careful study of the conclusions of the committee by the authorities of the Department of Justice, a Bill will be drawn up in detail for introduction in the next session of the Diet.

As the measure does not entail any expenditure on the treasury, the Bill will be enforced immediately after its approval by the Legislature.—*Japan Chronicle.*

A FLIGHT TO LONDON.

YOUNG JAPANESE AIRMAN TO CROSS RUSSIA.

With the support of the Harumi Shoten, Osaka, Mr. Okura Seizo, a young civilian flyer, now attached to the Ito Flying Machine Works, is contemplating flying from Japan to Peking, and then to Moscow and England across the Gobi desert and Baikal plain either in May or June, next year.

In this connection Mr. Mio Kunizo, Director of the Harumi Shoten, is leaving Osaka for Europe in order to make preparatory arrangements for the flight in Moscow, Berlin, Paris, and London. Preceding this flight, Mr. Okura, the airman, is also to visit America next spring.—*Japan Chronicle.*

ALL QUIET IN CANTON.

TROOPS IN EASTERN DISTRICTS.

WAITING RETURN OF LI TSAI HSIN.

KWANGTUNG FORCE RECALLED FROM HUNAN.

[FROM OUR CHINESE CORRESPONDENT.]

Up to noon on Wednesday Canton and the vicinity were quiet. There is a lull in all three sections of the province where military operations were expected. Railway traffic has been practically normal since the 21st.

All Kwangsi troops now in the Eastern Districts are concentrating in the vicinity of Swatow to await for the coming of re-inforcements from Fukien. It is stated that General Chen Ming Chao is bringing over three divisions from Foochow partly by way of Changchow and partly by sea. General Chien Ta Chun, with nearly 12,000 men under him, it is said, will remain loyal to General Li Tsai Hsin and he is bringing his men to Chaochow City. Because of the large number of troops in Chaochow, many shops there had to suspend business in order to make room for barracking the men.

It is generally believed that General Li Tsai Hsin will not return to Canton until he is confident that he will be able to regain power. The troops near Swatow are awaiting for his return from Shanghai.

The managements of the Kwangtung Section of the Canton-Samshui and Canton-Hankow railways will be changed immediately in order to allow persons close to Generals Chang Fat Fui and Wong Kie Cheung to have the right of way and free direction of the lines for military purposes. Mr. C. T. Yeh, managing-director of the Canton-Samshui line, will be replaced by Mr. Lo Sheung Kuo.

The Military Council in Canton, now presided over by General Chang Fat Fui, are recalling all Kwangtung forces sent to Hunan for the purpose of opposing General Tang Seng Chi. This indicates that the present regime is not hostile to the former Hankow faction.

Both Mr. Wang Ching Wei and General Li Tsai Hsin are awaiting a written account of the *coup* in Canton from General Wong Shiu Hung. General Wong Shiu Hung transmitted his report by special messenger to Shanghai a few days ago. So far General Li and Mr. Wang have not severed relationship in Shanghai over the Canton situation.

The military expenditure of Kwangtung Province, if the recommendation of the presiding officers of the Military Commission is to be accepted, will be reduced monthly from $6,200,000 to $2,000,000. The saving will be devoted to works of reconstruction and to the promotion of local industries. The Kwangtung local military expenses have been running at about $4,000,000 a month, and the Nanking Authorities have been receiving some $1,500,000 from Kwangtung, while the Kwangsi group have been remitting $700,000 to General Wong Shiu Hung, who had command of his own provincial troops.

FINANCE AND BANK NOTES.

According to official statements issued at Canton, the notes of the Central Bank of China in circulation amount to less than $23,000,000. There is more than $16,000,000 security on hand for redemption purposes and as the whole revenue proceeds of Kwangtung, $8,000,000 monthly, are behind the Bank, which is a Kuomintang institution, there is no fear that the Bank is unsound, it is asserted.

An embargo on silver export from Canton of more than fifty dollars by any person at one time has been declared. All persons carrying more than $50 with them when leaving the City will be fined. This action is necessary, according to the opinion of the military authorities now in control of Canton, in view of the depreciation of Central Bank of China notes.

A number of persons connected with the banking and money exchange business have been arrested for attempting to discount the notes and refusing to carry out the orders to protect the financial interest of the Administration in Canton. The notes in Canton have risen from 63 to 71 per cent. of their face value.

It is understood that the present Canton regime are seeking assistance of native bankers in the hope of raising a loan of $6,000,000.

The receipts of Canton Municipality for October amounted to $374,381.69 making a total in hand at the end of the month of $737,460.35. After paying off current expenditure for October, the Canton Municipality had in hand $296,588.93 at the beginning of November.

(*Continued on next Column.*)

TOO YOUNG.

CHANG FAT FUI AND WONG KI CHEUNG.

LI FUK LAM'S OPINION.

DESIRE TO BRING BACK GENERAL HSU.

[FROM A CHINESE CORRESPONDENT.]

It is reported that at a meeting of the Military Council held in Canton yesterday a suggestion was made by Li Fuk Lam that, in order to assume success in the coming fight, all Cantonese troops should be approached and persuaded to join hands with them. He considered that both Chang Fat Fui and Wong Ki Cheung were too junior, and not sufficiently influential to bring the other Canton generals to their side, and he proposed, therefore, that General Hsu Shung Chi should be recalled to take command. General Hsu, he pointed out, was once the head of all the Cantonese troops including Li Hsai Hsin's supporters. Chan Kung Pok objected to the proposal, remarking that Hsu Shung Chi was a member of the Sai San Party (the oldest members of the Kuomintang) to which they were definitely opposed. Ultimately it was decided to send someone to General Hsu to obtain his view on the subject.

Li Tsai Hsin in a proclamation to his supporters denounces Wong Ki Cheung and Chang Fat Fui for causing trouble, and disarming troops in Canton without instructions from the Central Government. He accuses them: (1) of allying themselves with the Communists such as Tam Ping Shan, Ho Lung and Ip Ting; (2) releasing all communist prisoners in Canton; (3) joining hands with Tang Seng Chi; and (4) sending Ho Lung and Ip Ting to attack the East River districts.

A Canton report says that the Kwangsi General Ng Ting Yeung and Lau Yat Fook, of Nanning, have declared their independence. This sounds extremely unlikely as Ng Ting Yeung, who was left to manage Kwangsi during Wong Shiu Hung's absence is regarded as a trustworthy supporter of Wong Shiu Hung to whom he is related.

Another report is to the effect that General Ng Ting Yeung sent a representative to Canton to seek the friendship of the Ironsides but was told that General Ng would have to prove his worthiness by disarming all the troops supporting Wong Shiu Hung.

EXODUS CONTINUES.

The exodus from Canton continues of minor officials and union leaders known to be friendly to the former administration. Many of them have gone to Hong Kong, and the Chinese hotels in the Colony are reported full.

Sampans and slipper boats in Canton Harbour have been searched daily by the Police during the last few days in order to comb out all possible pro-Kwangsi militarists who may be still secreting themselves in the City.

THE STRIKE COMMITTEE.

Yesterday saw the winding up of two important sections of the Canton Strike Committee. The depot for the distribution of heavy cotton coats to the unemployed and the office for the management of free boarding and lodging houses were closed. It is expected that all unemployed will have received their bonus by the 25th of November, the last day of payment for residents. Seamen and others not resident in Canton may apply for their $100 within the next three months. To wind up the whole business the office of the Strike Committee will be run for three months longer at an expenditure of $2,000 a month to be appropriated by the Administration.

JUNKS PIRATED.

Twenty-four junks full of general cargo going from Waichow to Lulung last week end were pirated. The pirates numbered more than a hundred. They killed seven members of the crews of the junks and took all the valuables.

SEAMEN'S UNION.

In view of conflicting interests trying to dominate the affairs of the Chinese Seamen's Union in Canton, the Bureau of Agriculture and Labour has asked the Police to afford special protection to that organisation. A new committee friendly to the present regime in Canton took charge of the Union last Tuesday afternoon.

SITUATION IN SWATOW.

FEW TROOPS REMAIN.

DEPARTURE WITH ALL CASH AVAILABLE.

CONSIDERABLE NERVOUSNESS IN THE CITY.

[FROM OUR SWATOW CORRESPONDENT.]

SWATOW, November 22nd.

The *Daily Press* report about our "Red" friends Ho Lung and Yip Ting being paid to begin a campaign against Chan Chai Tong in the Swatow district is only too true. Chan Chai Tong had only very recently taken up his post as Defence Commissioner of Swatow and was said to be merely preparing the way for Wong Shiu Hung who wanted to come here. However, Wong Shiu Hung and the Li Tsai Hsin faction appear to have been downed and Chang Fat Fui has sent Wong Kie Cheung with about 15,000 troops to oust Chan Chai Tong from the Swatow district. Chan Chai Tong has only a few thousand men of poor calibre and he is retiring to the Coast. Meantime, it is expected that Wong Kie Cheung will shortly appear on the river north of Chaochowfu, as he is reported to be making his way across from Hing Ning.

Chan Chai Tong has extorted at least $200,000 out of the Chamber of Commerce since Friday last, the 18th inst., and has also gathered unto himself the whole silver reserve of the Swatow branch of the Central Bank—a very nice little pile too!

There are practically no troops here now, Chan Chai Tong having removed most of them up to Chaochowfu, preparatory to taking them across to Chao An and thence into Fukien.

There is no disorder in the City but considerable nervousness, because little is known of the anticipated newcomers, shade of vermilion, tendencies to looting capacity for extortion, etc. Unconfirmed reports came in yesterday concerning renewed activity of the Farmers and Peasants "Red" organisations upcountry, particularly round Chaochowfu and Chowyang. If the restraint imposed by the presence of so-called "moderate" troops is removed it is a practical certainty that there will be a recrudescence of "Farmers and Peasants" trouble.

Apparently the utmost Chan Chai Tong can do to repel the invaders, who cannot possibly be nearer then 60 miles, is to display artless posters all over Swatow inscribed with the characters "Down with the new Militarist—Wong Kie Cheung." He, poor fellow, is probably saying the same thing about Chan Chai Tong to the much harrassed inhabitants of the Hakka country.

PIRATES SUSPECTED ON S.S. "KIANGSU."

SHIP BROUGHT TO HONG KONG AND SEARCHED.

NO ARRESTS MADE.

The story was current in the Colony yesterday that the China Navigation Company's s.s. *Kiangsu* had been pirated while on the way from Swatow to Bangkok, but this proved to be incorrect.

The *Kiangsu* left here on Sunday for Swatow and Bangkok. When the vessel left Swatow on Tuesday, the British Consul there informed the Naval Authorities at Hong Kong that pirates were suspected of being on board. H.M.S. *Sirdar* and a tug from Taikoo were sent out to investigate, and early yesterday morning the *Kiangsu* was brought to Hong Kong under escort. A thorough search of the vessel was carried out, and everything appearing to be in order, the *Kiangsu* later continued her interrupted voyage to Bangkok.

The *Kiangsu* is commanded by Captain C. S. Isbister, the Chief Officer being Mr. T. P. Beatty, whose exploits in the *Sunning* piracy are well-known. The second officer is Mr. F. E. B. Steer, the Chief Engineer, Mr. D. Dalgleish, the Second Engineer, Mr. W. Orr, and the Third Engineer, Mr. G. E. Judge.

SAILORS' AND SOLDIERS' HOME.

STONE LAYING CEREMONY.

SERVICE FOR SERVICE MEN.

The site of the new Wesleyan Sailors' & Soldiers' Home was bravely decorated with flags yesterday afternoon when the ceremonial laying of the three foundation stones was carried out by H.E. The Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.), H.E. The General Officer Commanding South China Command (Major-General C. C. Luard, C.B., C.M.G.), and Commodore J. L. Pearson, C.M.G. Special seating accommodation was arranged for the guests. The band of the 2nd King's Own Scottish Borderers, under Mr. Fitz-Earle, A.R.C.M., led the singing of the hymns.

The new building should be completed in every detail within the next 18 months, but it is hoped that it will be opened by next November, which is the time set down in the contract. The building will replace the present premises in Arsenal Street, which site is required by the Government for road widening purposes.

H.E. The Officer Administering the Government, accompanied by Capt. Whyte (A.D.C.), and Mrs. Southorn, arrived promptly at 3 p.m., the band playing the National Anthem, as he entered the enclosure. Others on the special platform were H.E. Major-General C. C. Luard, C.B., C.M.G., and his A.D.C. (Lieut. R. Q. F. Johnson), Mrs. Luard, Commodore J. L. Pearson, C.M.G., R.N., and Paymaster-Commander Rogers, O.B.E. (Secretary), Mrs. Anstey and Mrs. Kirk (members of the General Committee, the Rev. J. C. Knight Anstey (Pastor of the Wesleyan Church), the Rev. Edgar Dewstoe (Chairman and General Supt., South China District), the Rev. G. F. Stopford, B.A., Ch.D. (Chaplain to the Forces), and the Rev. J. Kirk Maconachie.

There was a large and representative attendance of visitors, including members of the Councils, Government officials, and military and naval officers.

After the singing of the opening hymn, the Rev. J. C. Knight Anstey said that the Rev. H. Coyley Moyle was to have taken part in the ceremony, but was prevented by other duties in Canton. His absence was greatly regretted, but his place had been kindly taken by the Rev. G. F. Stopford.

"I have received," he continued, "a very kind letter from the Commander-in-Chief, Sir Reginald Y. Tyrwhitt, regretting his inability to be present with us to-day, and expressing his great appreciation of the work we are trying to do. A cable 'Best Wishes Stone Laying, Andrews' has also come to hand from the Rev. C. W. Andrews, N.A., General Secretary of the Wesleyan Methodist Missionary Society."

In conclusion the Rev. Knight Anstey gave details regarding the new Home which have already been published.

His Excellency's Speech.

H.E. The Officer Administering the Government said: Mr. Knight Anstey, Your Excellency, Ladies and Gentlemen,—Mr. Knight Anstey has so ably set out the objects of the Wesleyan Sailors' & Soldiers' Home that few words from me are needed to amplify his remarks. Of the need for such homes in places where sailors and soldiers are stationed, all those who are interested in His Majesty's Forces are well aware; of the public spirited energy and great ability which the Wesleyan Church has shown in establishing and maintaining such Institutes we have had examples in many places and not least in Hong Kong, where the old building which has done splendid service for so many years is now about to give place to a new and worthier Home. Here the old tradition of "Service for Service men" will be carried on in better and brighter surroundings and while gratefully acknowledging Mr. Knight Anstey's kindly reference to the assistance which the Government has been able to give I confidently commend to your attention the earnest appeal which Mr. Anstey has made for continued and increased help to further this great object of providing a worthier Home in Hong Kong for the members of His Majesty's Forces.

The Stones Laid.

The three foundation stones were then laid, one being situated in what will eventually be the entrance and the other two on either side.

The wooden mallets used for the purpose each bore a silver plate bearing the inscription: "Sailors' & Soldiers' Home, Hong Kong, 23rd November, 1927." These mallets were presented to those using them as a souvenir of the occasion.

The lesson was read by the Rev. G. F. Stopford and a delicatory prayer was offered by the Rev. J. Kirk Maconachie.

During an interval in the proceedings a bouquet of flowers was presented to Mrs. Southorn by Peggy Hamer, who, it is interesting to note, is the grand-daughter of the Rev. Charles Bone, the founder of the Sailors' & Soldiers' Home in Hong Kong.

The Rev. J. C. Knight Anstey is making a strong appeal for funds for the new building and, in response, H.E. The Officer Administering the Government has forwarded, under cover of a personal letter, a cheque for a substantial amount.

(*Continued on next Column.*)

THE RECLAMATION AT PRAYA EAST.

PART OF SEA WALL GIVES WAY.

DECOMPOSED GRANITE.

ADDITIONAL EXPENDITURE OF $80,000 REQUIRED.

During the past few days a part of the sea-wall on the Praya East Reclamation facing the Royal Naval Canteen, near Arsenal Street, has sunk about five feet.

From the Arsenal Street pier for about 100 feet eastward, the wall appears in the form of a curve, showing that it has sunk from five feet to seven feet in the centre and about five feet on the east side.

When constructing the sea-wall it is necessary, of course, to dredge until a hard bottom is reached. Divers inspect the bottom and, if satisfied with its hardness, the foundation of the wall is laid. First rubble is dumped until it reaches a height of 10 feet. Then huge cement blocks are lowered down on which the wall is built.

At the place where the wall has sunk on the Praya East hard bottom was reached after dredging for about 10 feet. Divers found granite at this depth and were satisfied with its hardness. The wall was consequently built, but now it appears that the granite, which formed the hard bottom, was in a decomposed state, but not sufficiently decomposed to be apparent on the surface.

After the wall had been constructed, its weight presumably crushed down the new granite blocks until the decomposede granit underneath was reached when the wall began to sink rapidly.

To repair the damage will take some little time as the solid wall adjoining the sunken portion must suffer to some extent, and it is estimated that the work will involve an additional expenditure of approximately $80,000.

Those Present.

The following accepted invitations to attend the ceremony:—The Hon. Mr. E. R. Hallifax, C.M.G., C.B.E., the Hon. Sir J. H. Kemp, K.C., C.B.E., the Hon. Mr. H. T. Jackman and Mrs. Jackman, the Hon. Mr. E. D. C. Wolfe and Mrs. Wolfe, the Hon. Sir Shouson Chow and Lady Chow, the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., and Mrs. Kotewall, the Hon. Mr. W. E. L. Shenton and Mrs. Shenton, the Hon. Mr. J. Owen Hughes, His Honour Mr. Justice J. R. Wood and Mrs. Wood, Mr. W. W. Hornell, C.I.E., Lieut.-Col. and Mrs. L. T. Comyn, Mr. and Mrs. R. E. Lindsell, Mr. and Mrs. G. R. Sayer, Mr. and Mrs. W. J. Carrie, Lieut.-Col. and Mrs. L. G. Bird, D.S.O., Mr. and Mrs. J. A. Fraser, Mr. and Mrs. E. I. Wynne-Jones, Mr. and Mrs. J. W. Franks, Mr. Roger Culver Tredwell (American Consul-General), Mr. Y. Murakami (Japanese Consul-General), Mr. G. Bolsius (Consul-General for Belgium) and Mrs. Bolsius, Mr. S. Berg (Norwegian Consul) and Mrs. Berg, Dr. W. Wagner (Consul for Germany) and Mrs. Wagner, Chev. J. M. Alves (Consul for Brazil) and Mrs. Alves, Mr. S. de Ossa (Consul for Chile), Mr. F. B. Romero (Consul for Cuba) and Mrs. Romero, the Rev. and Mrs. F. P. W. Alexander, Mr. N. S. Brown, Major and Mrs. Carrington-Sykes, the Rev. and Mrs. W. R. Cannell, Mr. and Mrs. S. D. Carothers, Mr. D. Davies, Major C. F. Drew, the Rev. and Mrs. W. T. Featherstone, Dr. R. M. Gibson, Mr. K. E. Greig, Mr. John C. Grenham, Mr. and Mrs. E. A. S. Haywood, Mr. Ho Kom Tong, O.B.E., the Rev. and Mrs. G. H. Hewitt, Mr. Ho Leung, Mr. and Mrs. J. H. Hunt, Captain R. Innes, Mr. Ip Lan Chuen, Mr. Ip Loo Siu, Mr. R. G. F. Johnston, Mr. and Mrs. J. C. Joughin, Mr. B. J. Lacon, Mr. Li Ping, Mr. Li Yau Tsun, Mr. Li Yik Mui, Mr. Lo Chuk Fun, Mr. Lo Chung Kue, Mr. Lo Cheung Shiu, Mr. Kong I Sun, Mr. Kwok Siu Lau, Mr. Ma Che Loong, Mr. and Mrs. H. L. Mackenzie, Major J. Macready, D.S.O., Mr. Ma Tsui Chiu, Mr. J. L. McPherson, Engr.-Capt. and Mrs. W. H. Michell, Major and Mrs. W. G. H. Miles, Dr. J. K. Milward, Capt. and Mrs. E. W. Morris, Dr. T. W. Pearce, Comdr. P. R. Percival, Comdr. and Mrs. C. H. Philips, Mr. A. J. Philips, Mr. and Mrs. C. Pryce, Mr. and Mrs. B. E. Quick, Major F. C. Roberts, V.C., D.S.O., O.B.E., M.C., Lieut.-Col. and Mrs. T. A. F. Robinson, the Rev. and Mrs. W. W. Rogers, Mr. C. L. Sandes, the Rev. and Mrs. F. Short, Mr. Bishen Singh, Mr. Sum Pak Ming, Mr. D. Templeton, Mr. To Sze Tuen, the Rev. G. T. Waldegrave, Mr. and Mrs. J. Wattie, the Rev. H. R. Wells, Mr. Wong Kam Fuk, Mr. Wong Ping Sun, Mr. B. Wong Tape, Mr. and Mrs. P. A. Yapp, and Mr. Yung Tsze Ming.

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4174	WHAT CAN I SAY	„	
	BECAUSE I LOVE YOU	WALTZ	
4250	TRY AGAIN TO-MORROW	FOX TROT	
	BUT NOT TO-DAY	ONE-STEP	
3870	MELODIE DU REVE...	TANGO	
	JULIAN	„	

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ON
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AND
SUNDAY, NOV. 27TH, 1927.
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BY ORDER OF THE MORTGAGEE.

PARTICULARS AND CONDITIONS OF SALE
OF
THE VALUABLE LEASEHOLD PROPERTY
Situate at VICTORIA, in the Colony of Hong Kong, and known as INLAND LOT No. 1907, Together with No. 2, MEE LUN STREET thereon

TO BE SOLD BY
PUBLIC AUCTION
ON
WEDNESDAY,
THE 30TH DAY OF NOVEMBER, 1927,
AT 3 O'CLOCK P.M.
AT THE
CHINA AUCTION ROOMS,
No. 4, DUDDELL STREET, VICTORIA, HONG KONG,
BY
MR. E. V. M. R. DE SOUSA, Auctioneer.

The Property consists of:—
All that Piece or Parcel of Ground situate at Victoria in the Colony of Hong Kong and known and registered in the LAND OFFICE as INLAND LOT No. 1907, Together with all Messuage or Tenements Erections and Buildings thereon known as No. 2, MEE LUN STREET, VICTORIA, aforesaid. The Property is held for the Unexpired Residue of the Term of 75 Years from the 4th day of MARCH, 1912, created by an Indenture of Crown Lease dated the 7th day of JULY, 1913, and made between His Majesty KING GEORGE V. of the One Part and WONG HANG of the Other Part. Annual Crown Rent of the Property: $22.00. Total Area: About 1,361 Square Feet.
For further Particulars, Apply to:—
MESSRS. D'ALMADA & MASON,
Mortgagee's Socilitors,
OR TO
MR. E. V. M. R. DE SOUSA,
Auctioneer.
Hong Kong, 22nd Nov., 1927. [5561

NOTICE.

CHANGE OF NAME.

WE, the Undersigned, hitherto carrying on Business as Architects, Civil Engineers and Surveyors, under the Firm Name of ABDOOLRAHIM & Co. HEREBY NOTIFY that as from the 21ST NOVEMBER, 1927, the said Business will be carried on under the Name and Style of HALL & HALL, Architects, Civil Engineers and Surveyors, at 34, QUEEN'S ROAD CENTRAL.
WILLIAM HALL, B.Sc. (Eng.)
GEORGE ALBERT VICTOR HALL, B.Arch., A.R.I.B.A.
34, Queen's Road Central. [5551

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INTIMATIONS.

HONG KONG JOCKEY CLUB.

THE EIGHTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 26TH NOVEMBER, 1927, Commencing at 2 P.M. The First Bell will be Rung at 1.30 P.M.

The Charge for Admission to the Public Enclosure will be $1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform: Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5.00 Each Up to FRIDAY, 25TH NOVEMBER, 1927.

The Charge for Admission for Ladies to the Members' Enclosure will be $2.00. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

Bookmakers, Tia Tac men, etc., will not be permitted to operate within the Precincts of the HONG KONG JOCKEY CLUB during Race Meetings. [5542

MACAO RACE CLUB.

DRAFT Programmes and Entry Forms of the FIFTH EXTRA RACE MEETING to be held on SUNDAY, 11TH DECEMBER, 1927, can be obtained upon application to the INTERNATIONAL RACE AND RECREATION CLUB OF MACAO, LTD., HONG KONG JOCKEY CLUB and CAUSEWAY BAY STABLES, HONG KONG.

Entries will CLOSE on FRIDAY 25TH NOVEMBER, 1927, at 3 P.M. [5534

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 5/NS 13017 dated Hong Kong, 7th SEPTEMBER, 1927, for Ten Shares of this Bank numbered 56120/56129 in the Name of MR. ARNOLD RUSSELL RIVETT has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 22ND DECEMBER, 1927, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. 5/NS 13017 will be thereafter treated by this Corporation as NULL and VOID.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 22nd November, 1927. [5555

LOST Between JARDINE'S CORNER and UPPER PEAK TRAM, 18th INSTANT—STONE MARTEN "CHOKER" FUR.—OWNER, 273, THE PEAK. [5544

WE Require FLAT and HOUSES in CENTRAL KOWLOON and above MAY ROAD LEVEL, Hong Kong. Will Landlords interested send particulars to SMALL INVESTORS TEL. C. 4630 P

BIRTH.

FRASER.—At Victoria Hospital, on the 23rd inst., to Mr. and Mrs. J. FRASER, a son. [5562

DEATH.

CRUICKSHANK.—On November 19th, WILLIAM ARTHUR CARRUTHERS CRUICKSHANK, formerly of Jardine, Matheson & Co., Ltd. [5560

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, NOVEMBER 24TH, 1927

FACT VERSUS NATIONAL HISTORY.

AMERICA'S profession of letters is be congratulated on possessing in Mr. RUPERT HUGHES, a historian, who places truth before popularity even in dealing with so sacrosanct a figure as GEORGE WASHINGTON. Mr. HUGHES' biography shows, in fact, that the Father of his Country was not the perfect prig of American and a good many English—school histories, written with a greater regard to the correct moral than to the hard facts. If, from the "Elysian Fields," GEORGE WASHINGTON still follows the affairs of this world, no one will be more grateful than the hero of the War of Independence for his removal from a fanciful pedestal. Nothing will ever shake the position held in history by the real GEORGE WASHINGTON. He stands with OLIVER CROMWELL and CHATHAM, WELLINGTON, LINCOLN and GRANT among the greatest men of action of the Anglo-Saxon race. But that is not to say that he, or any other human being, was a paragon of perfection, and it is just as well that this should be known. Untruthful history has a lot to answer for. It has been a fruitful source of international hatred and contempt.

Anyone with a sense of humour can derive a good deal of amusement from comparing the different national histories. French accounts of the Hundred Years War, for instance, pass over Cressy and Agincourt, but dwell at considerable length on victories of St. Joan and Dunois of which English schoolboys have never heard. The defeat off la Rochelle of the Duke of Buckingham, the favourite of Charles I., also receives more attention than Trafalgar and the Nile. A classic example of the same thing is the way in which the relative importance of the parts played by BLUCHER and WELLINGTON at Waterloo is reversed in English and German popular history. One of the queerest vagaries of history is the account of the Spanish Armada campaign, which represents great Spanish warships opposed by a few cockleshells of ships, and gives Providence the credit for the English victory. The real story of the triumph of QUEEN ELIZABETH'S well-found and heavily gunned Fleet against a drove of what were little more than transports not only puts the details in proper proportion but makes much better reading.

All this might seem a matter of small practical importance, but the fact remains that it is not good for English people to imagine that their national history consists mainly in victories over the French, or for Americans to think they have had an unbroken record of successes over the English. It creates a "superiority complex" that in times of disagreement and crisis leads nations to think that to draw the sword means to continue an unbroken series of triumphs.

There is probably much less than is generally supposed in the old fashioned notions of a natural aptitude for war being monopolised by certain nations—and that our own nation (whichever it may be) goes just one better than the rest. The effectiveness of an army depends mainly on training, leadership and equipment. The intensive training lavished on the "Old Contemptibles" enabled them to accomplish the seemingly impossible, but by the end of the Great War there was little to choose between the skill and bravery of the leading belligerents. Of the generals, probably Marshal FOCH alone will emerge as one of the world's really great military leaders.

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HONG KONG. [50

One Indian case of typhoid fever was reported to the Authorities during the 24 hours ended November 22nd.

A coolie employed at the cement works at Hunghom was sent to the Kwong Wah Hospital suffering from injuries received through accidentally falling into a kiln.

Boat people at Connaught Road West rescued a woman who jumped into the harbour in an endeavour to commit suicide. It was stated that the act followed a quarrel with her mother-in-law.

The Xmas letter mail for Great Britain, *viâ* Siberia, will be closed at the General Post Office on Tuesday, November 29th, per s.s. *President Cleveland*. This mail should reach London about December 22nd.

The case in which an Indian warder charged three Indian constables with stealing his goat was again before Mr. W. Schofield at the Kowloon Magistracy yesterday, and was further adjourned until December 7th.

The death was announced yesterday of Mr. W. A. C. Cruickshank, formerly of Messrs. Jardine, Matheson & Co., Ltd. Mr. Cruickshank passed away at Home on Saturday last. He left Hong Kong many years ago, and only a few of the older members of the community will remember him.

Further evidence was taken yesterday by Major C. Willson at the Central Magistracy in the case in which two men were charged with aiding and abetting others to steal 81 slabs of antimony regulus from the godowns of the China Provident Loan and Mortgage Co. The next hearing will be on Tuesday at 2.30 p.m.

A Chinese said to be a member of the Knitters' Guild was charged at the Kowloon Magistracy yesterday for distributing pamphlets calling on the textile workers to go on strike. It was also alleged that the strike at the Wah Yueng Knitting Factory on Monday last was caused by him. The case will be heard this afternoon.

The master of a sampan and his two *fokis* were charged yesterday at the Kowloon Magistracy with importing into Cheung Sha Wan 100 jars of samshu on which duty had not been paid. Mr. M. K. Lo appeared for the defence. The two *fokis* were discharged and the master was allowed bail in the sum of $1,000. The case was adjourned until next Wednesday morning.

The annual Church Parade of the Scottish Company of the Hong Kong Volunteer Defence Force takes place next Sunday at Union Church at the morning service at 10.30. The Company is expected to attend in force under Capt. K. S. Morrison. The Chieftain and members of the Committee of St. Andrew's Society will also be present and a good rally of the Scottish community generally is anticipated.

The Chairman of the Chinese Mission to Lepers (Hong Kong Auxiliary) gratefully acknowledges a donation of $200 received through the Chinese Rotary Club.

There will be another musicale at the Helena May Institute this evening, at 5.30. Among those contributing to the programme are by Mrs. Cashman, Mrs. Sanger, Mr. Li Chor Chi and Mr. J. Braga.

The transport *Somersetshire* has left for Home with Marines, and Class "A" reservists. The *Somersetshire* arrived here first a fortnight ago with reliefs for the Northants, and sailed with that Battalion for Shanghai, where she embarked men for Home.

Mr. H. Graves, living at Peak Road, was fined $4 at the Central Magistracy yesterday for allowing his dog to wander about without a muzzle. A similar charge against Q.M.S. Murray, of the K.O.S.B., was answered by Mrs. Murray, who submitted that she was standing on the steps leading to their quarters at No. 6, Peak Road, and had the animal within sight. Mrs. Murray was cautioned for allowing the dog to wander out of her control.

Three bookshop owners at Hollywood Road were fined $50 each at the Central Magistracy yesterday for exporting for sale indecent literature. On a similar charge three bookstall holders of Hillier Street were fined $30 each. An order was given for confiscation and destruction of all the books seized. It was submitted on behalf of the dealers that they were unaware of the contents of the books, which were printed in Shanghai and introduced by a traveller.

WEDDING AT UNION CHURCH.

McALPINE—STEWART.

The marriage of Mr. Archibald McAlpine and Miss Elizabeth Paterson Stewart, third daughter of Mr. and Mrs. John Stewart of Greenock, took place at the Union Church, Kowloon, on Tuesday afternoon. The Rev. J. Horace Johnston conducted the marriage service.

The bride, who was given away by Mr. A. M. Holland, was attired in a gown of white satin trimmed with silver lace and orange blossoms, and carried a bouquet of white chrysanthemums and heather. Miss Betty Laing was bridesmaid. Her dress was of mauve crêpe de chine with picture hat to match, and she carried a pink bouquet of Honolulu creeper. Mrs. A. M. Holland, matron of honour, wore a dress of black georgette and velvet over silver grey, with blue and grey hat. Mr. Peter Morrison carried out the duties of "best man." Mr. Rupert Baldwin presided at the organ.

Following a reception at the Kowloon Hotel, the married couple left for Repulse Bay for the honeymoon. The bride's going-away dress was of new pink biege, with a black and pink hat to match.

PROPERTY SALE.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R de Sousa sold, by order of the mortgagee, a leasehold property situated in Victoria, Hong Kong, and known as Inland Lot No. 2301.

The property is held for the unexpired residue of the term of 75 years with the right of renewal for one further term of 75 years from July 28th, 1920.

The area of the property is about 27,772 square feet, and the annual Crown rent is $288.—

The upset price was $72,000, and there were two bids of $1,000 each, Mr. Joe Yung, c/o Wong Pun & Co., being the purchaser.

POPPY DAY.

$28,000 COLLECTED IN SINGAPORE.

Although the final results of the Poppy Day collection in Singapore are not yet known, the *Straits Times* is informed that the total so far is roughly $28,000, as compared with $23,000 last year and $25,000 in 1925.

All previous Singapore records were broken.

THE BRIBERY CASE.

CONFLICTING EVIDENCE.

PRISONER DISCHARGED.

At the Criminal Sessions yesterday, before Mr. Justice J. R. Wood and a jury, the case was concluded in which a Chinese motor driver was charged with attempting to bribe three Indian police constables with $100. It was alleged that the bribe was offered in order to save prisoner from arrest after 300 taels of opium had been found in his car at Un Long village, New Territories.

Without retiring, the jury returned a unanimous verdict of "Not Guilty," and prisoner was discharged.

In his concluding address to the jury, Mr. Hin Shing Lo, who defended, pointed to the conflicting nature of the evidence and said that if the jury had any doubt the defendant was entitled to the benefit.

The defence was that when the passenger in the car jumped out he actually carried the basket containing the opium with him, and that the constables chased him. When he disappeared into a house, the constables returned to the car and arrested the driver. This statement was borne out by witnesses.

In discharging prisoner, His Lordship said that the verdict was in accordance with the weight of the evidence.

MOHAMMEDAN CEMETERY LANDSLIDE.

BUILDING WITHOUT A PERMIT.

CONTRACTOR FINED.

At a recent enquiry into the death of three Chinese coolies through a landslide at the Mohammedan Cemetery while they were engaged in excavation work for a retaining wall at the foot of a bank, the jury considered the contractor to blame for failing to take proper precautions to prevent a subsidence.

When the case against Chan Kam, the contractor, was resumed before Mr. R. E. Lindsell at the Central Magistracy yesterday morning, he pleaded guilty to the charge of carrying out the work without a permit from the Building Authority, and was fined $200.

The defendant pleaded that he not the money to meet the fine and said that he would have to see the Cemetery Committee to help him out.

Remarking that was the contractor's business to have carried out the regulations, the Magistrate allowed the defendant until 4 o'clock in the afternoon to pay the fine.

Weak Mortar.

Another Chinese contractor also pleaded guilty to a charge of using weak mortar in the construction of a retaining wall at Caroline Hill.

It was stated by an overseer of the Public Works Department that the case was a bad one. Two samples of the mortar were taken and tested. The first broke under a pressure of 6¼ lbs., and the other under a pressure of only 6 lbs.

Defendant was fined $150 and ordered to pull down the wall he had built.

WEATHER REPORT.

The report issued by the Manila Observatory at 9.15 a.m. yesterday stated: Cyclone or typhoon E. of northern Luzon, more than 300 miles distant, moving E.N.E.

FRESH, CLOUDY.

The report issued by the Royal Observatory Hong Kong at 6.10 last evening stated:—The anticyclone over N. China has strengthened. The typhoon is about 400 miles to the E. of N. Luzon moving E.N.E. Fresh monsoon may be expected along the S.E. coast of China, and over the N. China Sea.

Local Forecast:—N.E. winds fresh cloudy.

IN THE INTEREST OF SCIENCE.

INTERESTING VESSEL AT MANILA.

MANNED BY THREE BRITISH OFFICERS.

A small unpretentious-looking motor launch, manned by three British officers, arrived in port several days ago, says the *Manila Times*. The launch, which bears the name of *Harpado*, is on a world-wide expedition in the interest of science. The expedition is financed by V. M. MacAndrew, a millionaire of Dartmouth, England. The officers of the launch are deeply interested in the treasures of the sea, and already have explored the Red Sea, the Indian Ocean, and the coasts of China and Japan.

Captain Light heads the expedition. R. P. Kindersley is in charge of navigation, while M. Stones is acting as second officer. The launch, only 53 feet long and five feet wide, left Dartmouth, England, three years ago. It has already touched at Port Said, Colombo, Singapore, Kobe, Yokohama, Hong Kong and Vladivostok. She came from Vladivostok on her trip to Manila.

MARRIAGE OF EX-KAISER'S SISTER.

THE BRIDEGROOM'S LIFE STORY.

DESIRES TO SECURE A COMMERCIAL POST.

Alexander Zoubkoff, the young Russian, who has just married the ex-Kaiser's sister, the widowed Princess of Schaumburg-Lippe, has given a picturesque account of his romantic career to a representative of the *Acht-Uhr Abendblatt*. He stated that he was born in 1899 at the small industrial town of Ivanovo, where his father owned a textile factory. His mother was a Swede from Upsala. He was studying medicine at Moscow University when the Bolshevik revolution made it necessary for him to escape to Sweden. Finding nothing better to do, he took service on a Finnish steamer as ship's boy. Altogether he was three years at sea. Finally he cast up in Berlin. Of his life here he says: "Many a night I spent without a pfennig in my pocket, either in the station waiting-rooms or in a Salvation Army night shelter, and I was happy if I could earn three marks a day and my food as a plate-washer in a restaurant." On several occasions he acted as a film super.

He denies newspaper reports that he acted as a professional dancer in public ball-rooms. That, he says, "is the one thing that I cannot do, greatly to the regret of the Princess, who loves dancing above everything." Her acquaintance, he says, he made through a chance idea. He was in Cologne on his way to Antwerp, whence he hoped to work his passage to the Belgian Congo, where his maternal uncle has a plantation, when he remembered a remote relation in Bonn, and decided to try to borrow money from him.

This relative proved to be a frequent visitor to the Schaumburg Palace at Bonn, and secured him an invitation to take tea with the Princess. As his "much-patched trousers were not suitable for Court wear," he borrowed a pair from his kinsman. Though they were much too short for him he decided to take his chance. The result justified his daring, for "further invitations to play tennis soon followed, and in this way a cordial friendship gradually developed." The Princess, he says, "touched by my emigré fate, backed me up in a really magnanimous way. I am profoundly convinced that our marriage will be very, very happy, for we understand one another wonderfully."

Zoubkoff added that his only plan for his life after the wedding was to get some kind of work. "What I should like best," he said, "would be some kind of commercial post. But several film companies have made me offers."

THREE-EYED HADDOCK.

NEW YORK.

Any one who scoffs at fishermen's stories should go at once to the fish pier at Boston, where the greatest fish story of history—a haddock with three eyes which was caught by a local trawler outside Boston Harbour—is on exhibit.

Naturalists have declared that a three-eyed haddock is unprecedented, and numbers of them have made special visits to see the fish, which is to be presented to a local museum.

The third eye is midway between the normal ones.

FOURTH KUOMINTANG CONFERENCE STILL BEING DISCUSSED.

WANG CHING WEI EXCEEDINGLY ACTIVE AGAIN CALLS UPON CHIANG KAI SHEK.

NATIONALISTS CONTINUE TO DENOUNCE THE COMMUNISTS.

FORBID "RED" ACTIVITIES WITHIN THEIR JURISDICTION.

CHANG TSO LIN ORDERS FENGTIENESE TO BLOCKADE CHOCHOW.

Renewed efforts are being made by many of the Kuomintang leaders (notably Mr. Wang Ching Wei) at present in Shanghai to materialise the much-discussed Fourth Kuomintang Conference. Meetings of individuals and sections of the Party are being held daily and to all appearance there is more likelihood than there was a few days ago of the conference being held. Mr. Hu Han Min still holds aloof, but there seems to be a growing understanding between Mr. Wang Ching Wei and General Chiang Kai Shek to unify the Kuomintang and to bring about the conference.

Important elements within the Kuomintang have again declared their intention of doing their utmost to uproot all communist influence from with the Kuomintang jurisdiction. It is also announced that the Kuomintang intend to be self-supporting and that therefore no pecuniary help will be accepted from sources other than Chinese.

Marshal Chang Tso Lin is losing hope in his troops' ability to oust the enemy from Chochow, which is being pluckily defended by the Shansi soldiers. He has, therefore, ordered the city to be blockaded "indefinitely."

WANG CHING WEI.

BUSY IN SHANGHAI.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 23rd.

In connection with the postponement of the preliminary meeting of the 14th Kuomintang Conference, Mr. Wang Ching Wei has suggested to General Chiang Kai Shek and other C.E.C. members at Shanghai that a private meeting should be held to-morrow at General Chiang Kai Shek's residence. He requests all important leaders to be present.

Mr. Wang Ching Wei called on General Chiang Kai Shek yesterday at 3 p.m. and then went to Mr. Li Shek Tsang's residence, where he had a lengthy conversation with Chang Ching Kiang and Tsai Yuan Pu (President of the Nationalist University, who has just arrived here from Nanking), and Wu Chi Fai.

When interviewed yesterday afternoon, Mr. Tsai Yuan Pu said the proposals of the Canton faction are quite reasonable and will be put forward at the preliminary meeting.

GENERAL HO YING CHIEN IN SHANGHAI.

(*Wah Tsz Yat Pao.*)

SHANGHAI, Nov. 23rd.

General Ho Ying Chien arrived at Shanghai yesterday. He declared that the Southerners have advanced to a point near Hsuchow. After attending the Kuomintang meeting to-morrow, General Ho will return to the front to direct operations.

A Nanking report says that the Southerners, under General Yeh Kai Chin, have captured Suchow, in Northern Anhui. They now continue to advance northwards.

In view of the fact that the repeated attempts to attack Chochow by the Fengtienese have failed, Marshal Chang Tso Lin has ordered a blockade of the city indefinitely or until the Shansi defenders are compelled to surrender.

DRAFTS FOR CHINA.

GUARDS REINFORCED.

[THROUGH REUTER'S AGENCY.]

RUGBY, Nov. 22nd.

The transport *Dorchester* left Southampton this afternoon with 65 officers and 1,326 other ranks, comprising drafts for stations in the Far East, including 105 each of the Scot's Guards and Coldstream Guards for Shanghai.

NORTHERNERS CLAIM KAIFENG.

[THROUGH REUTER'S AGENCY.]

PEKING, Nov. 23rd.

The Chihli-Shantung authorities officially claim that their troops have recaptured Kaifeng and that Feng Yu Hsiang is retreating to Chengchow.

KUOMINTANG AND THE COMMUNISTS.

(*Wah Tsz Yat Pao.*)

SHANGHAI, Nov. 23rd.

Wang Ching Wei, Chang Ching Kiang, Chang Jeh, Wu Chie Fei, Li Shek Cheng and others assembled to discuss problems dealing with the Communists. They passed resolutions that hereafter no Communists will be allowed to conduct activities within the jurisdiction of the Kuomintang. It was also decided that the Kuomintang Government should not receive any financial or other material support from foreign countries and keep itself self-supported.

Mr. Wang Ching Wei has declared that the coming 4th Kuomintang Conference will materialise, and that the future destiny of the Party would depend upon that conference. He therefore intends to do his utmost to influence all loyal Kuomintang members to support it.

HANKOW QUIET.

JEALOUSY AND DISSENSION RIFE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 23rd.

A telegram from Hankow states that quiet continues and that all the barricades have been removed except those of the French Concession. Considerable jealousy and dissension are evident among the local leaders, Chen Chien, Li Tsung Jen and Hu Tsung Tao, each of whom has appointed his own nominees to various public posts.

[NAVAL WIRELESS.]

(*November 22nd.*)

Hankow.—Chu Pei Teh and an emissary of Feng Yu Hsiang have proceeded to Nanking.

Ho Chien's troops are preparing to evacuate to Chenglin area, and the Nationalist troops are concentrating at Yining.

SOVIET AGITATION IN SHANGHAI.

CHINESE ACCUSE CONSUL GENERAL.

AGITATORS SENTENCED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 23rd.

In the Provisional Court, in the course of the trial of seven agitators charged by the Settlement police with intimidation and inciting strikes, counsel for the Chinese authorities said that the latter wanted the accused for similar offences in Chinese territory, and read a communication from the Shanghai Defence Commissioner making an unqualified statement that the Soviet Consul-General in Shanghai was paying the accused $1,000 each for the strike they had set in motion.

The accused were sentenced to 15 months' imprisonment, after which they will be handed over to the Chinese authorities if they are still wanted.

WRECKED OFF THE ENGLISH COAST.

OIL TANKER'S CREW HAS TERRIBLE EXPERIENCE.

"STORM BURSTS THE VESSEL."

LIFEBOAT CREW'S HEROIC WORK.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 23rd.

All of the remaining 15 members of the crew of the oil tanker *Georgia* were rescued last evening and were brought into Yarmouth harbour by the Cromer lifeboat. The *Georgia* grounded in heavy seas on Monday off the Norfolk coast and a portion of the crew were taken off by another steamer which, however, was unable to return to the vessel to continue rescue work.

The storm burst the vessel in two and the stern, which drifted some miles, was approached by a lifeboat which found no one on board.

The crew, meanwhile, remained on the fore part of the ship, and to prevent being washed overboard by great seas, they lashed themselves to the rigging.

It was supposed that the remaining members of the crew had taken to the boats, and the lifeboat searched the seas for survivors, and when news that they were still on the wreck arrived, the lifeboat returned with oil to subdue the waves. They got alongside and took the crew aboard.

The men were in an exhausted condition after 40 hours exposure without food. They returned to Yarmouth shortly before a motor-car carrying the latest devices for throwing a lifeline arrived from London.

MEXICO'S POLITICS.

THE PRESIDENTIAL TERM EXTENDED.

OBREGON STILL A CANDIDATE.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, Nov. 23rd.

The Chamber of Deputies has passed a measure extending the Presidential term from four to six years. There will be at least seven years more of the Calles or Obregon *régime* therefore, as the probability is that Obregon will be the only other candidate in the field.

A POLITICAL TRAINING DEPARTMENT.

[THROUGH REUTER'S AGENCY.]

PEKING, Nov. 23rd.

The Defence Commissioner, Pai Chung Hsi, has established a Political Training Department, the duties of which will include the composition of a publication against imperialist and anti-militarist posters and pamphlets, the censoring of news, mails and telegrams by officials attached to the leading Chinese newspapers, and the Chinese Post and Telegraph Offices, and where all anti-Nationalist matter will be suppressed.

Feng's Representative at Nanking.

A telegram from Nanking states that General Chang Tso Kiang, Feng Yu Hsiang's representative, has arrived with a bodyguard which is billeted in the British Consulate.

Nationalist Troops Movements.

A telegram from Hankow states that the Nationalists are concentrating at Ining, north-west Kiangsi, and are threatening Changsha.

Ho Chien is preparing to evacuate Chenglin, at the entrance of the Tungting Lake.

THE BRITISH WAR SECRETARY.

TO MAKE A TOUR IN INDIA.

[BRITISH WIRELESS SERVICE.]

RUGBY, November 23rd.

Sir Laming Worthington Evans, War Secretary, accompanied by his wife and daughter will leave London to-morrow for a tour in India from which he is expected to return in the middle of February.

THE SUGAR "RING."

DIFFICULTIES NOT FULLY OVERCOME.

HOLLAND HESITATES.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, Nov. 22nd.

It is understood that the Dutch and Java producers are anxious to co-operate in the sugar "ring" created by the Paris conference recently, but in a different manner from that agreed upon at Paris.

If Cuba and Java alone were concerned, an agreement would probably easily be possible. The difficulty is said, however, to be due to the difference of conditions in the European exporting countries. It appears that the Paris arrangement provides that any country exporting more sugar in 1928 than in the past year, will be required in the ensuing year to reduce its exports in order to make the average for the two years 1928-29 equal to the exports for 1927.

Senor Tarafa, the Cuban negotiator now on a visit to Holland, declares that he has received a cable from Santo Domingo stating that a law has been passed there limiting the sugar production for five years, and appointing a commission to co-operate in Cuba's policy of securing an equilibrium of production and consumption.

He explains that the present negotiation are not designed to secure a higher price or the restriction of output, but only to devise means of disposing of the present and future world's exportable supplies, so as to avoid a crisis.

KING FEISAL TOURS LANCASHIRE.

VISITING INDUSTRIAL CENTRES.

[BRITISH WIRELESS SERVICE.]

RUGBY, November 23rd.

King Feisal of Irak, in continuance of his tour of industrial centres, arrived in Manchester yesterday and was received by the Lord Mayor. To-day he will inspect the Manchester Ship Canal and the local exchange. He will visit spinning mills and weaving sheds at Bolton to-morrow.

SOCONY'S PURCHASE OF RUSSIAN OIL.

SIX-YEAR CONTRACTS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 22nd.

The *N. Y. Times* states that the Standard Oil Company of New York has contracted for the purchase of 360,000 tons of Russian oil for six years, bringing the company's purchases of Russian oil to about 1,400,000 tons a year, and representing an aggregate outlay of G.$40,000,000 for the duration of this and the two previous contracts.

The Vacuum Oil Company of New York, another member of the Standard Oil group, is also purchasing 225,000 tons of Russian oil yearly for six years.

AN AMBITIOUS FLIGHT.

FROM CALIFORNIA TO HONOLULU AND NEW ZEALAND.

AIRMAN'S THRILLING EXPERIENCE.

[REUTER'S AMERICAN SERVICE.]

SAN FRANCISCO, Nov. 22nd.

Captain Giles, in a Hess Bluebird single-passenger aeroplane, has started on a flight to Honolulu and New Zealand.

Twenty ships have been asked to keep a sharp lookout for Captain Giles.

A Detroit business man, Mr. W. H. Rosewarne, who is a New Zealander, is financing the flight, which is intended to promote interest in aviation in Australia and New Zealand.

Obliged To Return.

NEW YORK, Nov. 22nd.

Captain Giles has returned to the coast after covering 500 miles.

He made a forced landing near San Simeon, California.

A Terrifying Experience.

LATER.

How the ocean almost claimed another aerial victim is described by Giles, in relating his terrifying experience in encountering a rain-drenched air pocket. The machine turned upside down and the charts, food, and instruments were dumped into the ocean. The airman righted his 'plane, wildly guessed his direction and headed blindly for the land.

After this the bracing wires snapped and Giles dumped the main petrol tanks to lighten the strain of the broken 'plane. "My chances touched zero, but luck held."

AUSTRALIAN STRIKE.

A THREAT TO IMPEDE SHIPPING.

[THROUGH REUTER'S AGENCY.]

MELBOURNE, Nov. 22nd.

The Waterside Workers' Federation has decided that unless a peace move be made, vessels, including mail boats, will be declared "black" at unexpected times and places all over Australia.

The postal department has arranged with the waterside workers to handle the mails aboard the P. and O. s.s. *Maloja*, which is due at Fremantle to-day.

The Commonwealth liner *Fordsdale* is sailing without having transhipped its cargo of zinc from the s.s. *Kakariki*, which was declared "black" yesterday.

TEAPOT DOME TRIAL.

ALLEGED BRIBING OF A JURY.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Nov. 22nd.

The Federal Government has brought proceedings in the District of Columbia Supreme Court against Mr. Harry Sinclair and Mr. William Burns, the head of the Burns Private Detective Agency, as well as four other men, for contempt of court, based on alleged tampering with the jury in the first Teapot Dome conspiracy trial last month.

Associate Judge Siddons has ordered the defendants to show cause why they should not be adjudged in contempt of court for attempting to bribe the jury.

U.S. BUILDING GIANT SEAPLANE.

TO CROSS THE PACIFIC.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 22nd.

According to *New York Sun*, the U.S. navy is secretly building a seaplane with a cruising radius of 3,000 miles or more, with which an attempt will be made in 1928 to fly across the Pacific and possibly round the world.

CANADIAN PREMIER VISITS WASHINGTON.

AN HONOURED GUEST.

[BRITISH WIRELESS SERVICE.]

RUGBY, November 23rd.

Mr. Mackenzie King, the Canadian Premier, arrived in Washington yesterday on his first visit since the establishment of the Canadian Legation there. He will stay with the Canadian Minister, Mr. Vincent Massey, for some days. He will dine with President Coolidge and Mr. Kellogg, Secretary of the State Department, and will be the guest of honour at a banquet at the British Embassy and the Canadian Legation.

INDIAN REFORM.

SECOND READING PASSED IN COMMONS.

DEBATE ON PERSONNEL TO-MORROW.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 22nd.

The House of Commons has passed the second reading of the Government of India Statutory Commission Bill, without a division.

The personnel of the Commission will be debated on November 25th.

[BRITISH WIRELESS SERVICE.]

No Discussion.

RUGBY, Nov. 22nd.

The House of Commons passed without discussion the second reading of the Indian Statutory Commission Bill.

Earl Winterton, the Under-Secretary for India, moving the second reading, said it was necessary to alter the provisions of the Government of India Act of 1919, which provided that a statutory commission was to be appointed at the expiration of ten years. The present Bill proposed to substitute for "ten years" the words "within ten years."

In addition, it would be necessary under the provisions of the Act to ask Parliament to concur in the submission of names to the King. A resolution to that effect would be tabled by himself, and discussed on Friday.

Earl Winterton pointed out that the Third Assembly under the Government of India Act would complete its period of life, and the third Parliament would come to an end some time in the spring of 1929, that was to say, when the Commission would probably have finished taking evidence, and presumably before it had written its report. Therefore the Government could claim that this Bill, though making a change in the letter, did not materially affect the spirit of that Act.

A Recommendation.

There was a recommendation of the joint Act Committee of both Houses, which was recognised in this country and in India as being unsurpassed in authority, as interpreting the policy of the Act. The recommendation of the committee was that no material change should be made in the Indian constitution within ten years.

On that point he had a twofold answer to make. Firstly, this particular recommendation had reference to an earlier recommendation made in the Montagu-Chelmsford report, that after five years' experience of the working of the Act, proposals should be invited for its modification. In effect, the joint committee did not accept the Montagu-Chelmsford recommendation.

The second answer was that no change was likely to be made as a result of the alteration of the date until well after the ten years period had been passed. The Statutory Commission would not report until at least well in the summer of 1929, and presumably Parliament of that date would not be asked to deal with any alteration in the Act until the year 1930, or more than ten years after the passing of the Act. It had been made clear by a statement made by members of the Government that in certain circumstances it was intended to accelerate the date of the Statutory Commission, and that reasons had been given which had led the Government to decide that the Commission should now be appointed.

YORKSHIRE TEXTILE INDUSTRY.

LANCASHIRE "AMAZED" BY A YORKSHIRE DECISION.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 23rd.

The General Committee of the Yorkshire Cotton Spinners' and Doublers' Association have decided to ask the Board of Trade to grant an inquiry into the state of the industry with a view to safeguarding the regulations of the Yorkshire Spinners, who declare that foreigners are dumping surplus yarns into Britain below the price of British yarns. The scheme is unlikely to be supported by Lancashire where the Yorkshire decision has been received with amazement.

MR. COOLIDGE AND THE PRESIDENCY.

PETITION TO STAND DISCOURAGED.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Nov. 22nd.

Hearing that one of his supporters intended to start an endless chain petition to the President urging his re-nomination for the Presidency, Mr. Coolidge has strongly expressed a wish that no such petitions be circulated, as they "do no good."

THE NORTH COLORADO COALFIELD TROUBLES.

NATIONAL GUARDS TURN OUT.

[REUTER'S AMERICAN SERVICE.]

A detachment of 350 National Guard troops have occupied the Northern Colorado coalfields. All is now quiet.

[An earlier message stated that police were compelled to fire on a crowd of demonstrating Denver miners who were on strike, and several persons were killed and a number wounded, martial law being subsequently declared.]

BRITAIN'S POLICY ON DISARMAMENT.

DISCUSSION PRIOR TO GENEVA MEETING.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 22nd.

Lord Cushendun, who represents Great Britain on the preparatory disarmament Commission at Geneva, which meets on November 20th, met Mr. Winston Churchill, the Chancellor of the Exchequer, Mr. W. C. Bridgeman, the First Lord of the Admiralty, and other members of the Imperial Defence Committee, to-day.

Britain's position regarding disarmament in general, and naval disarmament in particular, was fully discussed.

GERMAN SEAPLANE'S MANY MISHAPS.

ANOTHER TRANS-ATLANTIC DELAY.

[THROUGH REUTER'S AGENCY.]

HORTA, Nov. 22nd.

The German Junker seaplane *D1230* left for Harbour Grace, Newfoundland, at 5.25 this afternoon.

The Viennese actress Madame Dillenz is a passenger.

LATER.

The *D1230* is returning, under tow. Apparently its heavy weight prevented the seaplane continuing the flight.

[The seaplane set out some weeks ago for the trans-Atlantic crossing, *vid* the Azores, and has already met with several mishaps, after an initial delay owing to bad weather.]

THE NEW BELGIAN CABINET.

SOCIALISTS REPLACED.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, Nov. 22nd.

The outgoing Premier, M. Jaspar, has formed a new Cabinet, with the former four Socialist Ministers replaced by two Liberals and two Christian Democrats.

M. Jaspar also takes the portfolio of the Colonies, while M. Hymans will be the Foreign Minister.

THE SECOND INTERPORT MATCH.

MALAYA OUTPLAYED.

SPIRITED HITTING BY SHANGHAI.

ISAACS BOWLS WELL.

[By R. ABBIT.]

The weather was fine, though not nearly so hot as on Tuesday, when Malaya and Shanghai began their game yesterday. There had, I am told, been a little rain in the night, and the wicket was distinctly slower than previously. It was not exactly bad but the ball popped up shoulder high at times at both ends.

Both sides were hardly at full concert pitch. Shanghai had had a pretty gruelling three days of it and had to go out and field again on top of their Tuesday's hard work. Malaya, who had been very short of practice before they came up, had had one net on Friday and two and a half hours game on Tuesday, both on wickets much faster than yesterday's. These facts must be borne in mind when criticising the play which certainly was not up to the standard of that in the Hong Kong-Shanghai match. Foster won the toss and naturally went in.

THE PLAY.

Shanghai went out to field at 10.30 a.m. and Isaacs (Law Court end) and Rawsthorne bowled to Congdon and Harker-Taylor. Both batsmen seemed confident in the first over but off Rawsthorne's second ball, Taylor was deceived by the late swing and was l.b.w. Next over a further disaster occurred, as Congdon cut the second ball from Isaacs straight to Ollerdessen at second slip. Braddell and Blelloch improved things, though some of their shots were a bit uppish. Braddell carted Rawsthorne twice to mid-wicket for four whils Blelloch got a lucky four past third man and a pretty one behind square leg off the same bowler. At this period Blelloch was very shaky on the off-side but his leg hitting was neat.

At 32 Barrett substituted Ollerdessen for Rawsthorne and the change met with instant success as Braddell entirely mistimed his first ball and returned an easy catch to the bowler. Foster hit his first ball high to extra cover but well short of him. Stokes dashed across from cover and just got his hand to it but failed to hold it. Few fieldsmen would have got within a yard of it. Next over Blelloch gave a very fast chance to forward short leg, while off Ollerdessen Foster lifted the ball over mid-off's head for three. It was quite a safe shot but not quite timed. Two overs later Foster had a real bit of luck. He survived a confident appeal for l.b.w. and the ball after hitting his pads rolled on to the wicket, but failed to dislodge the bails, which remained in position despite a prolonged and vindictive inspection at close range by Barnes. Probably they were too frightened to move.

The bowler had his revenge, however (vicariously) next over as Blelloch after opening out for two two's off him played a very poor shot straight into Stokes' hands at cover. The batsman had made a very useful innings. His defence is cramped and his off-side play weak though possibly he really is not playing at some of the balls he seems to hang his bat at. But he has a nice square cut and his leg-hitting is beautifully neat.

Further disaster followed. Foster who had never seemed happy tried to hit Isaacs, was too early and sent it straight to Leach at mid-off. Runs were hard to get. Ford was out to Isaacs—either hit-wicket or bowled off a ball he just stopped. (He was actually bowled.) Jordan after a nice four to leg was yorked by a swinger from the same bowler, while when they tried a short one to Stokes, the fielder threw the wicket down with Whitley well out. Lowson jumped out to Ollerdessen and missed it and Barnes had his bails off like a flash. Two overs later the end came, when Ollerdessen hit Richards' leg stump. All out 77.

It was quite clear that Malaya are a far better batting side than this would seem to imply. They were obviously beaten by the pace of the wicket which was much slower than the net they had on Saturday last or even than Tuesday's wicket. But this does not mean that Isaacs and Ollerdessen did not bowl uncommonly well.

SHANGHAI BAT.

At 12.10 p.m. Leach and Madar started to the bowling of Braddell (Naval Yard end) and Richards. In the former's first over a ball wide on the leg went for four byes and there were two wides and a two to Leach. Richards, slow left hand with rather a curious action, bowled a maiden to Madar. The fast bowler seemed to be stiff and could not find his length at all, but Richards bowled well and had Madar l.b.w. to a well-pitched up one at 31. As far as could be seen Madar snicked the ball after it hit him and he would have been out at first slip if the l.b.w. decision had gone the other way. Ford went on for Braddell, and kept down the runs. Quayle banged Richards hard to the on boundary from a full-toss but later in the over he let out at one snick d it and was magnificently caught at slip by Whitley who fell at full length and took the ball in his right hand as he fell. Tiffin was then taken.

Afterwards Leach and Stokes played steadily though Richards and Ford were bowling uncommonly well. The most noticeable shot was a very pretty leg glance by Stokes off Ford. The score was taken quietly to 71 when Leach jumped in to Richards, missed him and was smartly stumped by Jordan. (71-3-21.) Barrett came in and playing nice cricket though he very nearly ran Stokes out off a very nice short one to leg. The latter batsman was playing beautiful cricket and began to score rapidly. He sent the 100 up with a nice shot to long leg. He claimed 45 of them.

Lewis relieved Ford and Barrett never seemed quite happy with him and at 106 he was l.b.w. to one which kept very low. (103-4-7.) At 115 Foster put on Ford at the Law Courts end for Richards who up to then had bowled 17 overs on end for 52 runs and 3 wickets—and very nice too. The change was a success as Stokes completely mistimed his second ball and was easily c and b, when one short of his 50. It was bad luck for he had played beautiful cricket. This brought Hegarty and Rawsthorne together but at 125 Lewis, who always seemed difficult, bowled the latter for 7. Allison came in and both started hitting. They were a bit lucky with lifted shots not going to hand. Allison brought off a tremendous beat to mid-wicket and Foster near the boundary evidently did not see it. (The Peak is a bad background even if you are used to it) and though he eventually got his hands to it it went for 4.

Lowson relieved Ford but he was evidently stiff and they took 15 off his first over. Allison was hitting furiously but gave two further chances at short leg. Both, however, would have been brilliant catches. Lewis meantime had refused to be knocked off his length and bowled Hegarty's leg stump at 185. A fine sparkling stand for 61 of which the retiring batsman claimed 28. Allison continued "blooming 'igh, blooming 'ard and blooming often" until he was too early for one of Lowson's and hit a terrifically high one to Foster who caught it excellently running back from mid-off. Isaacs signalized his arrival by hitting a tremendous 6 from the Naval Yard end into the Bowling Alley door. He hit Lewis for a 2 and a four and then lifted one very high straight over the bowler's head and Foster ran acrdss from long-on and made another very fine catch. (210-9-12.) He made a third just after running behind Lewis to catch Ollerdessen close behind the wicket off a skied mis-hit. All out 214.

MALAYA'S SECOND INNINGS.

Malaya, 137 runs behind opened with the same pair to the same first bowlers as in the morning. Isaacs had hard luck in his second over. Obviously swinging from the off a great deal (as he had been in the morning), he clean beat Taylor with one which the batsman snicked just clear of his leg stump for four. The next ball—practically an identical one—skimmed past the leg stump. It was obviously a case of "another coat of varnish" and it went for four byes as Barnes thought it had bowled the wicket down. Both batsmen shaped much more confidently, but at thirty-five one of Isaacs' got up quickly and, as far as I could see, brushed Taylor's glove as he tried to leave it alone. Rawsthorne made no mistake. (35-1-16.)

Blelloch got a nice four to long-leg off Rawsthorne, though it should have been fielded, and an over or so later Ollerdessen relieved that bowler. Congdon was not too convincing at this period and developed a sort of prop shot, following out with his right leg—rather like a shot G. B. Sayer plays. Barrett moved in Leach to short mid-off and after one or two narrow escapes a catch resulted. 49-2-22. Foster came in but after he had made 3 Isaacs swung inside his bat and bowled him with a good 'un.

Braddell evidently was out to force the game, but he failed to get hold of one of Isaacs' and Leach ran from mid-off to extra and brought off a fine catch. Jordan came in but at 62 a further disaster overtook Malaya as Blelloch swung at a long hop of Isaacs which went to leg head high. He just snicked it and the ball hit Barnes in the chest and in some marvellous fashion he managed to hold on to it. A remarkable catch. The outgoing batsman had again played a very watchful innings, though he only made ten, and he is a pretty useful bat. Ford came in and hit Ollerdessen over cover's head for a couple, but shortly after Jordan was bowled by a beauty from Isaacs and stumps were drawn, with Malaya 70 runs behind and 4 wickets to go.

GENERAL NOTES.

Barring miracles and typhoons and such like Shanghai have the game safe. Malaya are evidently upset by the strange conditions and it would be absurd to judge the side by yesterday's performance. One thing was rather noticeable—they ran them much more keenly than we did. Whether or no it would have come off if Shanghai had not been just a trifle tired after their previous hard work I should not like to say. I don't mean that Shanghai were bad in the field. Far from it. But I don't think there was just that polish that made their display against Hong Kong so brilliant. As it was Whitley was finely thrown out when they tried a short one to Stokes at cover.

Isaacs bowled splendidly in both innings and, I am told, found his off swerve which he lost against us. It certainly gave him several wickets. Ollerdessen also bowled well.

For Malaya Whitley was not tried—though he can—or could—bowl a bit. It seems pretty clear that their three bowlers are Richards, Lewis and Ford. I understand Braddell has hurt a muscle in his right arm and could not get his arm over properly. Outside these bowlers they did not seem to have anything dangerous.

Their fielding—again under novel conditions was not too good though some of them—especially Taylor—throw a prodigious length. It must be a long time since Foster put down three catches—difficult though they were. I think the light was largely to blame for he caught three very fine ones when the ball was lifted high and he got a good look at them.

Barnes kept, as usual, very well indeed and Jordan also showed excellent form behind the sticks.

R. ABBIT.

Present score and analysis:—

First Innings Of Malaya.

Lieut. H. C. Harker-Taylor, l.b.w., b Rawsthorne	1
Capt. C. H. Congdon, c Ollerdessen, b Isaacs	3
R. L. L. Braddell, c and b Ollerdessen	10
J. W. Blelloch, c Stokes, b Ollerdessen	31
N. J. A. Foster, c Leach, b Isaacs	11
Capt. F. O'N. Ford, b Isaacs	5
N. H. P. Whitley, run out	6
A. B. Jordan, b Isaacs	4
Dr. J. M. A. Lowson, st. Barnes, b Ollerdessen	1
H. G. L. Richards, b Ollerdessen	3
R. B. Lewis, not out	0
Extras: byes 1, leg bye 1	2
Total	77

Fall of wickets:—1 for 4; 2 for 8; 3 for 32; 4 for 57; 5 for 57; 6 for 62; 7 for 68; 8 for 74; 9 for 74; 10 for 77.

Bowling Analysis.

	O.	M.	R.	W.
*J. A. Isaacs	14	4	23	4
T. L. Rawsthorne	5	1	23	1
C. E. Ollerdessen	9	1	29	4

*—Bowled 1 no ball.

First Innings Of Shanghai.

D. W. Leach, st. Jordan, b Richards	21
P. Madar, l.b.w., b Richards	13
J. A. Quayle, c Whitley, b Richards	5
L. F. Stokes, and b Ford	49
Capt. E. I. M. Barrett, l.b.w., b Lewis	7
T. L. Rawsthorne, b Lewis	7
J. T. Hegarty, b Lewis	28
H. W. Allison, c Foster, b Lowson	42
C. E. Ollerdessen, c Foster, b Lewis	9
J. A. Isaacs, c Foster, b Lewis	12
E. G. Barnes, not out	1
Extras: byes 9, leg byes 6, wides 3, no balls 2	20
Total	214

Fall of wickets:—1 for 31; 2 for 43; 3 for 71; 4 for 106; 5 for 115; 6 for 125; 7 for 180; 8 for 192; 9 for 210; 10 for 214.

Bowling Analysis.

	O.	M.	R.	W.
*R. L. L. Braddell	3	0	19	0
†H. G. L. Richards	17	4	52	3
Capt. F. O'N. Ford	18	2	43	1
R. B. Lewis	13.3	0	55	5
Dr. J. M. A. Lowson	5	1	23	1

*—Bowled 3 wides.
†—Bowled 2 no balls.

Second Innings Of Malaya.

Lieut. H. C. Harker-Taylor, c Rawsthorne, b Isaacs	16
Capt. C. H. Congdon, c Leach, b Ollerdessen	22
J. W. Blelloch, c Barnes, b Isaacs	10
N. J. A. Foster, b Isaacs	3
R. L. L. Braddell, c Leach, b Isaacs	4
A. B. Jordan, b Isaacs	2
Capt. F. O'N. Ford, not out	4
Extras: byes 6	6
Total	67

Fall of wickets:—1 for 35; 2 for 49; 3 for 52; 4 for 60; 5 for 62; 6 for 67.

(*Continued on next Column.*)

FOOTBALL.

INTERPORT PRACTICE GAME.

SELECTED SIDE 2, R.A.F. 0.

The R.A.F. turned out against the selected side in the second Interport practice game on the Hong Kong F.C. ground yesterday afternoon. Wynne and Gosano were absent, their places being filled by Wallington and J. Silva.

The Selected side soon began to attack and a pass from Suen was turned to good account by Silva who beat Avery in the R.A.F. goal. There was not much exciting play, however, for both sides appeared content to take matters easily. The task of the selection Committee was not made any lighter as a result of the match. Vernon and Wilkes were outstanding on the R.A.F. side.

Towards the close of play, Suen beat Avery with a very fast shot.

FURTHER PRACTICE GAME.

Another practice game has been arranged to take place on the Hong Kong F.C. ground on Wednesday next. Kick off at 4.15 p.m. The following side has been selected:—G. Rodger (H.K. Club); Wynne (H.K. Police) and P. Xavier (Club de Recreio); C. F. Remedios (Club de Recreio), Simms R.A.M.C.) and Lam Yuk Ying (China Athletic); Tso Kwai Shing (China Athletic), Gosano (Club de Recreio), Vernon (R.A.F.), Suen Kum Shun (China Athletic) and the Rev. Alexander (K.O.S.B.'s).

Reserves: Ng Kum Chuen (China Athletic), Everest (K.O.S.B.'s), J. Silva (Club de Recreio) and McGlinchey (K.O.S.B.'s).

SCHOOL FOOTBALL.

ST. PAUL'S BEAT QUEEN'S.

In a very fast match between St. Paul's College and Queen's College, played on the Causeway Bay ground yesterday, the former won by two goals to nil. The teams were well matched and play was even throughout. The winners showed better footwork and understanding, while their defence proved very sound. Tang Yan Sheung and Ng Po Kui were responsible for the goals.

CRICKET FOR LONGEVITY.

DOCTOR DISPROVES A COMMON BELIEF.

"There is a common belief that first-class athletes tend to die relatively young.

"An examination of the available data shows that such a belief is not true of first-class cricketers, who are long-lived in comparison with the general public."

Dr. A. Bradford Hill, of the National Institute for Medical Research, makes these interesting declarations in the *Lancet*. He bases his conclusions on a complete analysis of the lives of first-class cricketers built up from data given in "Wisden."

Only forty in 1,000 die before reaching the age of thirty-five, while the normal rate of death for ordinary men before thirty-five is eighty-nine per 1,000.

That proportion in favour of cricketers continues up to the age of seventy and beyond. A cricketer is likely to live much longer than a golfer, and an amateur first-class cricketer will live slightly longer than a professional.

Lord Harris, of Kent, is an example of cricket longevity. He is seventy-six years of age, and still plays the game.

Bowling Analysis.

	O.	M.	R.	W.
J. A. Isaacs	13	3	24	5
T. L. Rawsthorne	5	0	19	0
C. E. Ollerdessen	7	2	18	1

NOTE.

PROBABLE TENNIS MATCHES.

If, as is possible, the Malaya-Shanghai matches finishes before tiffin to-day I am informed that two pairs of Malaya will take on two Hong Kong Cricket Club pairs at tennis. About the latter I have no information and it is purely on hearsay that I hazard the suggestion that N. J. A. Foster, N. H. P. Whitley, R. B. Lewis and H. G. L. Richards may be playing. As I say, however, except that it is hoped to play two matches I don't know anything definite.

R. ABBIT.

LAWN TENNIS.

MORE EXHIBITION GAMES.

C.R.C. ENTERPRISE.

Following the games with Vincent Richards, the Chinese Recreation Club have arranged another series of exhibition matches on behalf of local charities.

These matches will be played on Saturday and Sunday, commencing each day at 3 p.m. Admission is $1 and seats may be booked at the Cafe Regent, Pedder Street, or at the sports goods department of Sincere's.

Among the well known players who will take part are Messrs. Lum Po Wah, S. A. Rumjahn, H. D. Rumjahn, O. Rumjahn, M. W. Lo, S. E. Green, Ng Sze Kwong and Dr. R. E. Tottenham.

£500 A WEEK FOR MISS BANKHEAD.

FILM PART REJECTED BY GLADYS COOPER.

London, Oct. 18th.

Miss Tallulah Bankhead is to play Nina, the part refused by Miss Gladys Cooper, in Sir Arthur Pinero's play, "His House In Order," now in course of production by Ideal Films.

Miss Gladys Cooper's refusal to go on with the part after she had seen her tests created a sensation a few days ago.

Miss Bankhead will start work to-morrow morning at the Teddington studios of Ideal Films, Ltd. Her salary is said to be in the neighbourhood of £500 a week.

The London stage career of Miss Bankhead may almost be described as phenomenal. It is all the more remarkable from the fact that only about five years have elapsed since she first appeared in London, under Sir Gerald du Maurier's management.

Sir Gerald du Maurier was to have played the lead opposite her, but expressed his wish to retire from his part at the same time as Miss Cooper. His part will be played by Mr. Ian Hunter, who is now appearing at the Shafesbury Theatre in Frederick Lonsdale's "The High Road."

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Pres. Adams ...Sun., Dec. 4th, 8 a.m.	Pres. Monroe...Sun., Jan. 15th, 8 a.m.
Pres. Garfield ...Sun., Dec. 18th, 8 a.m.	Pres. Wilson .. Sun., Jan. 29th, 6 a.m.
Pres. Harrison ..Sun., Jan. 1st, 6 a.m.	Pres. Van Buren ...Sun., Feb. 12th

To MANILA

Pres. Madison ...Nov. 28th, 6 p.m.	Pres. Jackson ...Dec. 12th, 6 p.m.
Pres. Adams Dec. 4th, 8 a.m.	Pres. Garfield.....Dec. 18th, 6 p.m.
Pres. Pierce Dec. 6th, 6 p.m.	Pres. Taft Dec. 20th, 6 p.m.

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THE S.S. "PRESIDENT GRANT"

The s.s. "PRESIDENT GRANT" will sail for Seattle, via Shanghai, Kobe, Yokohama, and Victoria on Thursday, November 24th, at Noon.

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GOLF FINANCE.

MONEY SPENT ON GAME IN GREAT BRITAIN.

£20,000,000

WAGES FOR A HOST OF WORKERS.

There are five hundred thousand golfers in Great Britain and Ireland, who spend among them more than twenty million pounds each year on the game.

This estimate, made by an authority closely associated with the industrial side of golf, is based on an annual expenditure of from £30 to £50 by each player.

Some golfers spend a great deal more than £50 a year. These are the fortunate people who can afford to make long journeys to fashionable courses, where they must have the latest in playing equipment, expensive meals, and the excitement of bets on their games.

Artisan Players.

On the other hand, golf has many enthusiastic players—artisans and men and women of moderate means—who enjoy the benefit, particularly in Scotland, of cheap recreation on municipal courses close to their homes.

The majority are members of clubs, but there is also a large class of public course players who remain "unattached," and, using modest outfits of "stick" and golf balls which must do duty for many rounds, still derive their fair share of pleasure from the game.

The number of golf clubs in Great Britain and Ireland may be estimated, in round figures, at 2,500, of which nearly 2,000 have private courses. The average membership is 200, with the "record" probably held at 1,100 by the Moor Park Club, Rickmansworth, which has two eighteen-hole courses, and, as clubhouse, a palatial mansion.

What is vaguely called the London district possesses 250 clubs, the annual subscription running, on an average, from seven guineas to twelve guineas; but Glasgow, with 255 clubs, has more and probably cheaper golf.

6s. A Quarter.

Most of the London clubs have their own couses, in contrast to Edinburgh, where, in addition to numerous private courses, there are others shared by several playing bodies, and also several splendid public links, which serve as the playgrounds for nearly 200 clubs.

What becomes of the money spent by golfers? It helps to maintain an army of workers.

Golf finance has grown from pence to millions of pounds since the Edinburgh Burgess Society—the oldest golf club with a continuous history—passed in the year 1774 a resolution to engage a boy as messenger, caddie, and waiter.

He was to be provided with a suit of clothes, which, the ancient minute-book tells us, was "to be worn by him on the Saturdays and Sundays only," and was to be paid six shillings a quarter.

Modern golf, by contrast, provides an adequate living for workers of many grades—course constructors, clubhouse architects, builders, secretaries, clerks, professionals, greenkeepers, stewards, waiters, cooks, maids, course-rangers, caddies, and the thousands of people engaged in the manufacture of golf balls and clubs.

Trade Benefits.

Golf benefits, directly and indirectly, many other trades, notably those of the tailor, the shoemaker, and the hatter. The motor industry, too, must have cause to bless the game of golf. On one day during the recent mixed foursomes tournament at Worplesdon 230 motor-cars, which had brought players and spectators, were parked near the clubhouse. It was estimated that the motor park close to St. Andrews links contained a thousand motor-cars on the day of Bobby Jones' victory in the open championship.

It is impossible to calculate the number of people who are dependent on golf for their living. But, to take one section—the professionals—there are 1,200 members of the Professional Golfers' Association, and many others who have yet to join that admirable society.

The professional attached to a small club makes only a modest income, but "four figures" are well within the compass of the more famous and fortunate players.

The leading tournaments give some indication of the "big money" which is in professional golf.

Golf Prizes.

Commercial enterprise provides the prize money for the four tournaments run annually under the supervision of the Professional Golfers' Association—£1,200 for the competition decided this year at Wentworth, £1,040 at Walton Heath, £1,000 at Blackpool, and £100 for the assistants' championship at Oxhey.

There are, in addition, 1,000 guineas tournaments each year at Gleneagles and Leeds, with £275 as the prizes in the open championship.

These seven events represent more than £5,800 in prize money. Numerous local championships and competitions are also held in the course of a year, so that, one way

(*Continued on next Column.*)

and another, the good player has excellent chances to supplement the income which he makes from salary, teaching, and sale and repair of clubs.

Additional "plums" fall to the share of some of the most famous professionals, among them journalistic work and posing for "instruction" films.

The money in golf-course values is as impossible to calculate as the total sum which pays the members of the golf industry. Millions of acres, worth much or little for other purposes, are "under golf" in Great Britain and Ireland. It is significant that the members of Tooting Bec, a South London club, subscribed £30,000 last year to secure their course from the danger of being built over, and that more recently another course near London was bought for £21,000 by a club in fear of similar eviction.

Golf courses are valuable assets, but expensive to maintain. The secretary of one inland club, when asked for an estimate, quoted £1,750 as annual wages for greenkeeper and staff, with renewals, plant, seeds, and so forth, possibly to be reckoned in addition.

He mentioned as an item £150, exclusive of labour and water, as the cost of treating the course with worm-killer. But, judging by the tidy appearance of the fairways which he proudly pointed out on a damp October day, that was some of the best-spent money out of the vast sums which are sunk in golf.—*Daily Express.*

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NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "CITY OF DUNDEE" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 29th November, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 6th December, 1927, or they will not be recognized.

All broken, chafed and damaged Goods, are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 A.M. and NOON, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.
Hong Kong, 23rd Nov., 1927. [5538

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "KHIVA."

ARRIVED HONG KONG ON 21st NOVEMBER, 1927.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 11th December, 1927, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & Co.,
Agents.
Hong Kong, 21st Nov., 1927. [5547

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "EURYADES" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 22nd November.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 28th November, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th December, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
21st November, 1927. [5549

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "PAUL LECAT."

BRINGING CARGO FROM MARSEILLES ALSO CARGO FROM COGNAC, LA PALLICE, &c., EX S.S. "LIEUT DE MISSIESSY" AND "COMMANDANT MAGES."

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 1st December, 1927, or they will not be recognised.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 28th November, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,
Agent.
Hong Kong, 22nd Nov., 1927. [5554

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "MIN."

BRINGING CARGO FROM DUNKIRK, ANTWERP, LONDON, &c.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf & Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 1st December, 1927, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors: Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Monday, the 28th November, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,
Agent.
Hong Kong, 22nd Nov., 1927. [5553

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Co's Steamer "AGAPENOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 21st November.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon, within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 28th November, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th December, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
22nd November, 1927. [5552

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "LANCASTER CASTLE" ... Sails on or about 10th December.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE for BRINDISI, VENICE AND TRIESTE (FIUME). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.
LONDON £80. 0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.
From Hong Kong.

M.V. "REMO"	Sails hence on or about 8th Dec.
M.V. "VIMINALE"	Sails hence on or about 5th Jan., 1928.
M.V. "ESQUILINO" ...	Sails hence on or about 2nd Feb., "

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

S.S. "VENEZIA"	Sails hence on or about 13th Dec.
M.V. "REMO"	Sails hence on or about 10th Jan., 1928
M.V. "VIMINALE"	Sails hence on or about 7th Feb., "

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA"	Sails from Calcutta 2nd Dec.
S.S. "UMVOLOSI"	Sails from Calcutta 2nd Feb., 1928

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—
DODWELL & CO., LIMITED.
Telephone: Central 1030. Agents.

HAMBURG-AMERIKA LINIE.

INCLUDING



HUGO STINNES LINIEN

COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

M.S. "ERMLAND"	due here on or about the 30th Nov.
M.S. "VOGTLAND" ...	due here on or about the 14th Dec.
S.S. "ALBERT VOGLER" ...	due here on or about the 31st Dec.
S.S. "OLDENBURG" ...	due here on or about the 12th Jan '28.
S.S. "ADOLF VON BAEYER" ...	due here on or about the 28th Jan., "

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

* S.S. "PREUSSEN"	sailing from here on or about the 29th Nov.
† M.S. "RAMSES"	sailing from here on or about the 20th Dec.
‡ M.S. "ERMLAND"	sailing from here on or about the 3rd Jan., '28.
‡ S.S. "VOGTLAND" ...	sailing from here on or about the 17th Jan., "
‡ S.S. "ALBERT VOGLER" ...	sailing from here on or about the 2nd Feb., "

‡ Calling at Genoa, Rotterdam and Hamburg.
* Call at Genoa, Antwerp, Rotterdam and Hamburg.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.

12 Pedder Street. Tel. C. 2225.
61] Tel. C. 4754

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "RAMSES" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th November, 1927, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 25th November, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 1st December, 1927, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO.,
Agents.
Hong Kong, 19th Nov., 1927. [5541

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "TRIER" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 26th of November, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m., on the 24th of November, 1927.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for Countersignature.

MELCHERS & CO.,
Agents:
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 19th Nov., 1927. [5543

CHINA NAVIGATION
COMPANY, LIMITED.

AMOY	"KWEIYANG"	... On 24th	Nov.,	6 a.m.
SWATOW & SHANGHAI	"CHENAN"	... On 25th	Nov.,	8 a.m.
HOIHOW, PAKHOI & HAIPHONG	"CHINHUA"	... On 25th	Nov.,	Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"KUSHCHOW"	... On 26th	Nov.,	6 a.m.
SHANGHAI & TSINGTAO	"SZECHUEN"	... On 26th	Nov.,	4 p.m.
AMOY, SWATOW & SINGAPORE	"ANHUI"	... On 27th	Nov.,	6 a.m.
SWATOW, SHANGHAI & DALNY	"LUCHOW"	... On 27th	Nov.,	10 a.m.
SWATOW & BANGKOK	"KAYING"	... On 27th	Nov.,	Noon
AMOY, SHANGHAI & TSINGTAO	"SUNNING"	... On 28th	Nov.,	6 p.m.
HOIHOW, PAKHOI & HAIPHONG	"LINAN"	... On 2nd	Dec.,	Noon
SHANGHAI & TSINGTAO	"SOOCHOW"	... On 3rd	Dec.,	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	... On 3rd	Dec.,	4 p.m.
AMOY, SWATOW & SINGAPORE	"ANKING"	... On 4th	Dec.,	6 a.m.
SWATOW, SHANGHAI & DALNY	"LIANGCHOW"	... On 4th	Dec.,	10 a.m.
SWATOW & BANGKOK	"KINGYUAN"	... On 4th	Dec.,	Noon
AMOY, SHANGHAI & TSINGTAO	"SHANTUNG"	... On 5th	Dec.,	6 p.m.
SWATOW & SHANGHAI	"NEWCHWANG"	... On 8th	Dec.,	8 a.m.
AMOY, SWATOW & SINGAPORE	"ANTUNG"	... On 11th	Dec.,	6 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	... On 11th	Dec.,	Noon

SALOON PASSAGE RATES, HONG KONG to SHANGHAI and *vice versa*, Have Now Been Reduced To

$60 SINGLE AND $90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

TELEPHONE CENTRAL 28.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE,
LIMITED.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG to SYDNEY—19 DAYS.

STEAMERS	DUE HONG KONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	9th December	16th December
TAIPING	7th January	14th January
CHANGTE	7th February	14th February
TAIPING	9th March	16th March

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.
TELEPHONE: CENTRAL 36. [5

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "PHEMIUS"	Via Suez Canal	26th November	
s.s. "MACHAON"	Via Suez Canal	18th December	
s.s. "CITY OF LAHORE"	Via Suez Canal	29th December	

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON. JARDINE, MATHESON & Co., LTD., CANTON. [21

PRINCE LINE

IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
AND
NEW YORK

M.V. "ASIATIC PRINCE" — 5th December

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
Telephone: Central 3165. King's Building.
Telegrams: Furnprince. [19

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 2s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by LEADING CASH CHEMISTS

PODOS. FOR THE FEET. PREPARATIONS FOR CORNS, BUNIONS, TENDER AND PERSPIRING FEET, OR DISTORTED TOES. PREVENTS BLISTERS, RELIEVES PAIN AT ONCE, AND CURES IN A FEW DAYS. ALL CHEMISTS. 2/-

Shipping News
Arrivals and Departures, etc.

ARRIVALS.

November 22nd.

Atlantic, Swedish str., 2,090 tons, Capt. K. H. Ruthberg, from Canton, lying at Cosmopolition Dock.—Dodwell & Co.

Eiger, Norwegian str., 875 tons, Capt. J. Hansen, from Canton, in ballast, lying at Stonecutters.—Karsten, Larsen & Co.

Toyohiko Maru, Japanese str., 3,826 tons, Capt. S. Higaki, from Miike, which port she left on November 17th, with 631 tons of general cargo, lying at Kowloon Wharf.—Kumeyoko.

Wakasa Maru, Japanese str., 3,776 tons, Capt. B. Matsukura, from Moji, which port she left on November 18th, with a general cargo, lying at buoy No. A5.—N.Y.K.

November 23rd.

City of Dundee, British str., 3,309 tons, Capt. Alex. Gardner, from New York and Manila. The latter port she left on November 20th, with a general cargo, lying at buoy No. B54.—Bank Line.

Cremer, Dutch motor ship, 2,873 tons, Capt. G. J. Harmsen, from Swatow, with a general cargo, lying at Stonecutters.—J.C.J.L.

Hai Hong, British str., 1,270 tons, Capt. E. Walker, from Swatow, with a general cargo, lying at Douglas Wharf.—Douglas, Lapraik & Co.

Hang Sang, British str., 1,356 tons, Capt. R. J. J. Sneddon, from Tsingtau and Swatow, with a general cargo, lying at West Point.—Jardine, Matheson & Co.

Hydrangea, British str., 561 tons, Capt. T. H. Ball, from Swatow, with 63 tons of general cargo, lying at Chiu On S.S. Wharf.—Chiu On S.S. Co.

Kaijo Maru, Japanese str., 1,126 tons, Capt. Y. Okura, from Keelung *viâ* Amoy, with coal and general cargo amounting to 980 tons, lying at O.S.K. Wharf.—O.S.K.

Kwai Sang, British str., 1,435 tons, Capt. W. W. Hipkins, from Canton, with a general cargo, lying at buoy No. B32.—Jardine, Matheson & Co.

Song Bo, French str., 720 tons, Capt. J. Bonnamour, from Haiphong, with a general cargo, lying at buoy No. C37.—Messageries Maritimes.

West Cayote, American str., 3,474 tons, Capt. E. Wendt, from Portland, Ore., and Shanghai. The latter port she left on Nov. 19th, with a general cargo, lying at buoy No. A28.—Columbia Pacific S.S. Co.

Yuanan, Chinese str., 1,116 tons, Capt. J. Thorvig, from Swatow, lying at buoy No. C36.—Thoresen & Co.

CLEARANCES.

November 23rd.

Atlantic, for Chinwangtao.
City of Dundee, for Manila.
Cremer, for Singapore.
Eiger, for Samarinda.
Empress of Canada, for Manila.
Fuchuan, for Amoy.
Hin Sang, for Sandakan.
Kronviken, for Haiphong.
Lai Sang, for Amoy.
President Grant, for Shanghai.
Selama, for Singapore.
Tak Hing, for Macao.
Talthybius, for Miike.
Telemachus, for Saigon.
Tilawa, for Amoy.
Tjimanoek, for Muntok.
Toyohiko Maru, for Batu Pahat.
Wakasa Maru, for Singapore.
West Cayote, for Manila.

PASSENGERS.

Departures.

Per R.M.S. "*Empress of Canada*," for Manila, on November 23rd:—Miss F. Agre, Master Wm. Auyeng, Master W. Auyeng, Mr. W. H. Bell, Mr. H. Bhojraj, Miss M. E. Black, Sister Blenkinsop, Mr. and Mrs. P. A. Bode, Miss P. Bode, Sister Bolger, Mr. and Mrs. A. Carpio, Mr. H. Catlin, Sister Dachoud, Mr. P. S. Ericson, Miss H. Grieves, Sister Helen, Mr. E. Hempstead, Mr. J. N. Holt, Sister Hyrvoin, Rev. H. Jonkergouw, Col. H. S. Kerrick, Mr. H. W. Kilby, Mr. and Mrs. A. Larena, Sister Legendre, Mrs. A. E. Lightburn and two children, Mr. and Mrs. G. Lifton and two children, Mr. Q. Llorento, Sister Lloyd, Mr. J. A. Madamba, Mrs. L. Maurin, Mr. B. McCroskey, Mr. N. Metharam, Sister Mouforte, Sister Moulet, Miss M. Neff, Mr. G. A. Newhall, Rev. H. K. Pilz, Mr. J. Pohumall, Mr. and Mrs. J. H. Rummell, Mme. L. de San Pedro, Mr. J. I. Shimizu, Mr. E. C. Smithers, Rev. A. Spath, Rev. J. Sweere, Mr. T. Thawardus, Mr. A. Thompson, Mr. J. Thomson, Mr. Tulsidas, Mr. and Mrs. L. Vidal.

WITHIN CALL.

The following ships were expected to be in wireless communication with Hong Kong yesterday:—*Paul Lecat, Limchow, Hirundo, Silver Hazel, Sphinx, Kueichow, Chenan, Mongolia, Khiva, Somersetshire, Gran, Kwai Sang, Kashgar, Tjibodas, Tjisondari, President Lincoln, President Cleveland, Norviken, Mishima Maru, Taikwa Maru, Mexillo Maru, Ganges Maru, Hakodate Maru*, and *Tacoma Maru*.

"PRESIDENT GRANT."

The s.s. *President Grant* came out of dock yesterday, after undergoing repairs for damage sustained recently at Shanghai, and will sail for Shanghai and United States ports to-day at noon.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, November 23rd

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer..	29.88	29.93	29.94
Temperature	73	68	72
Humidity ..	63	74	66
Wind—			
Direction	Calm	ENE	East
Force ...	0	3	3
Weather ...	B	O	O
Rain	0.00	0.00	0.04

Highest open-air Temperature, 22nd: 75
Lowest open-air Temperature, 23rd: 63

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

"HONG KONG TIDE TABLE.

From November 24th to 30th, 1927.

Days of Week.	Date of Month.	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Thur.	24	m 9 47	5 2	m 3 33	2 1
		8 53 a	7 5	2 45 a	3 3
Fri.	25	m10 32	5 0	m 4 10	1 7
		9 17 a	7 8	3 9 a	3 5
Sat.	26	m11 20	4 8	m 4 48	1 5
		9 43 a	8 0	3 30 a	3 7
Sun.	27	0 14 a	4 6	m 5 27	1 4
		10 12 a	8 0	3 49 a	3 9
Mon.	28	1 17 a	4 4	m 6 10	1 4
		10 43 a	7 9	4 9 a	4 0
Tues.	29	2 38 a	4 3	m 7 1	1 5
		11 34 a	7 7	4 34 a	4 2
Wed.	30	—	—	m 8 2	1 6
		No infer. h. w.		No infer. l. w.	

NEW STRAITS TUG.

The newly-built tug *Salamba* constructed at Taikoo Dock for the Straits Settlements, will sail to-day for Singapore, under the command of Captain Lang.

M. M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (CARGO BOATS).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
s.s. "SI-KIANG" 4th December.
s.s. "LT. ST. LOUBERT-BIE" due to arrive from DUNKIRK, LONDON, HAVRE about the 23rd December.

SERVICES CONTRACTUELS (MAIL SERVICE)

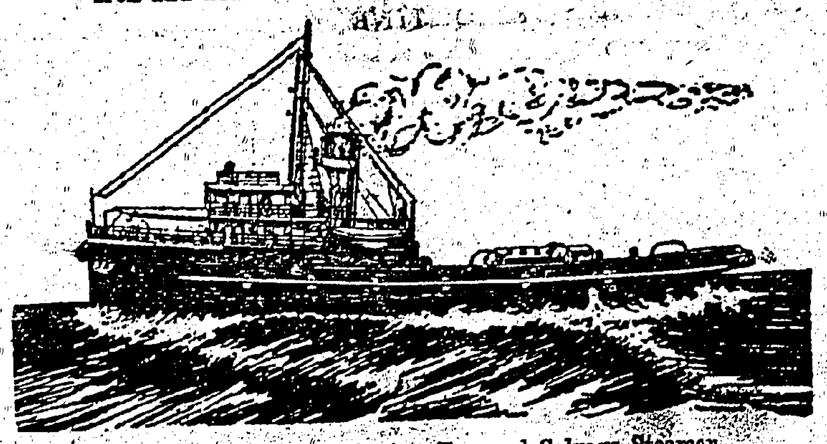
Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
PORTHOS A	—	—	6th Dec.
PAUL LECAT A	—	—	20th Dec.
ANDRE LEBON ...A	4th Nov.	7th Dec.	3rd Jan., 1928.
CHENONCEAUX ...A	18th Nov.	21st Dec.	17th Jan., "
ANGERS B	2nd Dec.	4th Jan.	31st Jan., "
D'ARTAGNAN ...A	16th Dec.	18th Jan.	14th Feb., "

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine).
A CLASS STEAMERS: 1st Class...£ 99. 0d. 0d. 2nd " ...£ 70 0d. 0d.
B CLASS STEAMERS: 1st Class...£ 85. 0s. 0d 2nd " ...£ 61. 0s. 0d.
Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).
For full Particulars, apply to:—
Cie. des MESSAGERIES MARITIMES,
5, QUEEN'S BUILDING.
Telephone Central 740
CONSIGNATION—TRANSIT—REPRESENTATION. [2

The HONGKONG & WHAMPOA DOCK
COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
CODES USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer
"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works

Please address enquiries to the Chief Manager,
R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI ...	"KWONGSANG"	Sun., 27th Nov., at 7 a.m.
	"HANGSANG"	Wed., 30th Nov., at 7 a.m.
	"FATSHING"	Sun., 4th Dec., at 7 a.m.
	"FOOKSANG"	Wed., 7th Dec., at 7 a.m.
TIENTSIN ...	"CHIPSHING"	Fri., 2nd Dec., at 5 p.m.
	"CHEONGSHING"	Satur., 10th Dec., at 5 p.m.
OSAKA via AMOY, MOJI, & KOBE ...	"HOSANG"	Satur., 3rd Dec., at 7 a.m.
CANTON ...	"HANGSANG"	Fri., 25th Nov., at 6 a.m.
STRAITS & CALCUTTA...	"KUTSANG"	Thurs., 1st Dec., at 3 p.m.
	"LAISANG"	Tues., 13th Dec., at 3 p.m.
SANDAKAN ...	"MAUSANG"	Wed., 30th Nov., at 3 p.m.

For Freight or Passage, apply to—
JARDINE MATHESON & CO., LTD.
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215. [8

GLEN LINE.

FARE: HONG KONG TO LONDON £32.

FOR LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Motor Vessel	"GLENTARA" ...	(via Oran)	5 p.m., 30th November
Steamship	"CARNARVONSHIRE"	(via Oran)	28th December
Steamship	"GLENIFFER" ...	(via Oran)	25th January, 1928
Steamship	"GLENSANDA" ...	(via Oran)	22nd February, "

FOR SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship	"PEMBROKESHIRE" ...	...	28th November
Steamship	"GLENIFFER" ...	...	8th December
Motor Vessel	"GLENOGLE" ...	...	22nd December
Steamship	"GLENSANDA" ...	...	12th January, 1928
Motor Vessel	"GLENAMOY" ...	...	22nd January, "

For Freight, Passage and further Particulars, apply to
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.
9]

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN PASSENGER AND FREIGHT SERVICE.

Cabin class: £73. 4s. 0d.
Intermediate class: £48. 2s. 0d.
} To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR: SHANGHAI AND TAKU (TIENTSIN)	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, AMSTERDAM, ROTTERDAM & HAMBURG
s.s. "TRIER"	—	17th Dec., 1927.
s.s. "DERFFLINGER"	19th Dec., 1927.	14th Jan., 1928.
s.s. "SAARBRUECKEN"	17th Jan., 1928.	11th Feb., "
s.s. "COBLENZ"	14th Feb., "	10th Mar., "

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:
*s.s. "GERWIN" on or about 3rd Dec., 1927.

NEXT ARRIVALS FROM EUROPE:
*m.s. "KOENIGSBERG" ... on or about 11th Dec., 1927.

* Will Call at Marseilles besides the usual ports.

For Freight, Passage and further Particulars, please apply to:—
MELCHERS & CO.
Telephone C. 4557. Agents,
2, Queen's Building, Chater Road. HONG KONG. [20

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAIHONG	Friday,	the 25th November, at 1 p.m.	
HAINING	Tuesday,	the 29th November, at 2 p.m.	
HAICHING	Friday,	the 2nd December, at 1 p.m.	

Arrivals and Departures from the Company's Wharf (near Blake Pier, Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or *vice versa* and Return by the same Steamer at the Reduced Rate of $80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Managers.
8]



QUICKEST TIME ACROSS THE PACIFIC.

TO VICTORIA AND VANCOUVER

SAILINGS 1927.

Steamers	H. Kong Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver Arrive.
EMPRESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25
EMPRESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 22
EMPRESS OF ASIA	Jan. 25	Jan. 28	Jan. 31	Feb. 3	Feb. 12
EMPRESS OF CANADA	Feb. 15	Feb. 18	Feb. 21	Feb. 24	Mar. 4
EMPRESS OF RUSSIA	Mar. 7	Mar. 10	Mar. 13	Mar. 16	Mar. 25
EMPRESS OF ASIA	Mar. 28	Mar. 31	Apr. 3	Apr. 6	Apr. 15
EMPRESS OF CANADA	Nov. 18	Apr. 21	Apr. 24	Apr. 27	May 6

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

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HONGKONG—MANILA SERVICE

Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
Nov. 23	Nov. 25	EMPRESS OF CANADA	Dec. 3	Dec. 5
Dec. 8	Dec. 10	EMPRESS OF RUSSIA	Dec. 10	Dec. 12

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHINYO MARU Tuesday, 29th Nov.
* SIBERIA MARU (Calls Keelung)... Sunday, 11th Dec.
TAIYO MARU Tuesday, 10th Jan., 1928.
* Calls Los Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.
FUSHIMI MARU Saturday, 3rd Dec.
HAKOGAKI MARU Saturday, 17th Dec.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 21st Dec.
AKI MARU Wednesday, 18th Jan., 1928.

BOMBAY via Singapore, Penang & Colombo.
† MURORAN MARU Sunday, 27th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
RAKUYO MARU Friday, 23rd Dec.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU Wednesday, 21st Dec.

NEW YORK and/or BOSTON via PANAMA.
† ASUKA MARU Saturday, 10th Dec.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
† DAKAR MARU Friday, 9th Dec.

CALCUTTA via Singapore, Penang & Rangoon.
† YAMAGATA MARU... Thursday, 1st Dec.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 16th Dec.

SHANGHAI, KOBE & YOKOHAMA.
† HAKODATE MARU Thursday, 24th Nov.
† AWA MARU (Moji direct) ... Sunday, 27th Nov.
† MITO MARU Monday, 28th Nov.
KITANO MARU Tuesday, 29th Nov.
† Cargo only.

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s.s. "OOSTKERK" 10th January.

SAILINGS FOR EUROPE:
s.s. "OLDEKERK" 29th November
s.s. "GEMMA" 25th December
s.s. "ZOSMA" 22nd January.
All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—
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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

MANY ARRIVALS BUT SMALL IMPORTS.

THROUGH FREIGHTS NORMAL.

Twenty vessels arrived at Hong Kong yesterday, but imports for the Colony were below the average. Through cargoes were normal.

Fourteen vessels discharged a total of 6,810 tons of merchandise. Five British steamers were responsible for 6,521 tons. The two best returns were shown by British ship The s.s. *Tilawa* from Calcutta and Singapore brought 2,308 tons and the R.M.S. *Empress of Canada*, from Vancouver and Shanghai, 1,815 tons.

Through cargoes amounted to 18,155 tons, with 7,431 tons on five British vessels. The heaviest carrier was the *Tilawa* with 5,109 tons. The Japanese vessel *Bingo Maru*, from Calcutta and Singapore, came second with 4,891 tons.

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	8	6
Japanese	5	3
Chinese	3	5
Dutch	0	1
French	4	2
American	0	2
Total	20	19

VESSELS EXPECTED.

American Mail and Dollar Lines.
President Madison, Nov. 27th.
President Cleveland, Nov. 29th.
President Adams, Dec. 3rd.
President Pierce, Dec. 5th.

Australian-Oriental Line.
Changtch, Dec. 9th.
Taiping, Jan. 7th.

Bank Line.
City of Osaka, Nov. 27th.
City of Pekin, Dec. 24th.
City of Madras, Jan. 21st.

Blue Funnel Line.
Machaon, Nov. 26th.
Achilles, Dec. 5th.
Memnon, Dec. 6th.
Cyclops, Dec. 7th.
Pyrrhus, Dec. 10th.
Antenor, Dec. 15th.
Tydareus, Dec. 25th.
Ixion, Dec. 30th.
Perseus, Jan. 1st.
Myrmidon, Jan. 4th.
Rhexenor, Jan. 8th.
Hector, Jan. 12th.
Protesilaus, Jan. 17th.
Philoctetes, Jan. 27th.
Neleus, Jan. 31st.

British-India and Apcar Line.
Talma, Dec. 5th.

Canadian Pacific Line.
Empress of Russia, Dec. 7th.

Dodwell & Co.
Wray Castle, Dec. 3rd.
Remo, Dec. 8th.
Caludu, Dec. 13th.
Corby Castle, Jan. 1st.

East Asiatic Co., Copenhagen.
Malaya, to-morrow.
Kina, Dec. 4th.
Jara, Jan. 15th.

Eastern and Australian Lines.
Tanda, Nov. 29th.
St. Albans, Dec. 5th.
Arafura, Jan. 2nd.

Glen Line.
Pembrokeshire, Nov. 29th
Glenifer, Dec. 8th.
Glenogle, Dec. 22nd.
Glensanda, Jan. 12th.
Glenamoy, Jan. 23nd.

Hamburg-Amerika Linie and Hugo Stinnes Linien.
Ermland, Nov. 30th.
Vogtland, Dec. 14th.
Ramses, Dec. 19th.
Albert Vogler, Dec. 31st.
Oldenburg, Jan. 12th.
Adolf Von Baeyer, Jan. 23th.

Holland East Asia Line.
Zosma, Dec. 13th.
Oostkerk, Jan. 10th.

Java-China-Japan Line.
Tjisondari, to-day.
Tjipinang, to-morrow.
Tjisarwea, Nov. 29th.
Tjikini, Dec. 5th.
Tjitaroem, Dec. 5th.
Tjikembang, Dec. 8th.
Tjiliwong, Dec. 16th.
Tjialak, Dec. 19th.

Messageries Maritimes.
Andre Lebon, Dec. 7th.
Chenonceaux, Dec. 21st.
Lt. St. Loubert Bie, Dec. 23rd.
Angers, Jan. 4th.
D'Artagnan, Jan. 18th.

Nippon Yusen Kaisha.
Mito Maru, to-day.
Muroran Maru, Nov. 28th.
Kitano Maru, Nov. 28th.
Yamagata Maru, Nov. 29th.
Lushan Maru, Dec. 1st.
Moji Maru, Dec. 1st.
Fushimi Maru, Dec. 2nd.
Rakuyo Maru, Dec. 5th.
Siberia Maru, Dec. 5th.
Asuka Maru, Dec. 9th.
Dakar Maru, Dec. 8th.
Tokushima Maru, Dec. 9th.
Osaka Maru, Dec. 14th.
Aki Maru, Dec. 15th.
Kamakura Maru, Dec. 15th.
Hakozaki Maru, Dec. 15th.
Tango Maru, Dec. 20th.
Takaoka Maru, Dec. 20th.
Hakusan Maru, Dec. 30th.

Norddeutscher Lloyd, Bremen.
Koenigsberg, Dec. 11th.
Derfflinger, Dec. 19th.
Saarbruecken, Jan. 17th.

Peninsular and Oriental.
Kashgar, to-morrow.
Mongolia, to-morrow morning.
Morea, Dec. 8th.
Kidderpore, Dec. 9th.
Kalyan, Dec. 12th.
Devanha, Dec. 23rd.
Delta, Dec. 31st.
Malwa, Jan. 6th.
Khyber, Jan. 20th.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Mongolia* left Shanghai for Hong Kong on the 22nd inst. at 2 p.m., with the mails, and is due here to-morrow morning at about 7 o'clock.

SUNRISE AND SUNSET IN HONG KONG.

FOR NOVEMBER, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
November 24th	6.41 a.m.	5.38 p.m.
,, 25th	6.42 ,,	5.38 ,,
,, 26th	6.43 ,,	5.38 ,,
,, 27th	6.43 ,,	5.38 ,,
,, 28th	6.44 ,,	5.38 ,,
,, 29th	6.45 ,,	5.38 ,,
,, 30th	6.46 ,,	5.38 ,,

DAILY WATERFRONT NEWS.

[BY LONGSHOREMAN.]

Shamshuipo Ferry Mishap.

The Shamshuipo Ferry, *Man Hing*, met with an accident early yesterday morning when she was nearing her berthing place at Shamshuipo. She left Hong Kong with a full load of passengers at about 7.30 a.m. and all went well until the vessel was about to be berthed at Shamshuipo, when the engine refused to work.

The *Man Hing* was then entirely out of control. There was nothing to stop her and she ran against the stone wharf and damanged her bow. She sprang a leak but the water was shallow and the *Man Hing* touched bottom without sinking.

Marine Court.

A junk master was fined $10 yesterday at the Marine Court by Commander G. F. Hole, for taking his craft out to sea during prohibited hours.

Chinese Deck Passengers.

Eight ocean-going vessels brought a total of 2,894 Chinese deck passengers into the Colony during the 24 hours ended at 9 a.m. yesterday.

WARSHIPS IN PORT.

Warships and auxiliaries in port yesterday were:—

North Wall Basin, *Withernton, Nessus;* South Wall Basin, *Tarantula, Tern;* East Wall Basin, S/Ms. *L.1, L.4, L.15, L.20;* North Arm, *Titania,* S/Ms. *L.2, L.3;* West Wall Dock, *Sterling, Stormcloud, Veteran, Wivern;* In Dock, *St. Monance, Cherub,* S/Ms. *L.7, L.8, L.19;* Taikoo Dock, *Peterel;* Oil Fuel Jetty, *Belgol;* No. 1 Buoy, *Argus;* No. 4 Buoy, *Herald;* No. 5 Buoy, *Thracian;* No. 6 Buoy, *War Sudra;* No. 7 Buoy, S/Ms. *L.5, L.27, L.33;* No. 8 Buoy, *Ambrose;* No. 9 Buoy, *Cicala;* No. 10 Buoy, *Sepoy;* No. 11 Buoy, *Serapis;* No. 12 Buoy, *Somme;* No. 13 Buoy, *Bruce;* No. 19 Buoy, *Marazion;* No. 20 Buoy, *Francol, Fortol;* No. 27 Buoy, *Kharki;* No. A26 Buoy, *Ruthenia.*

Foreign Men of War:—French, *Vigilante;* U.S.S. *Sacramento;* U.S. Gunboat *Pampanga.*

VESSELS IN PORT.

The following were the vessels in port yesterday:—

British:—*Phemius, Kaying, Tilawa, Empress of Canada, Eurydice, Hydrangea, Lai Sang, Szechuen, Agapenor, Mau Sang, Borneo, Tyenan, Talthybius, Kut Sang, Hop Sang, Telemachus, Kwei Yang, Armanestan, Hin Sang, Sumatra, Taikoo.*

American:—*President Grant, Crisfield.*

Norwegian:—*Orja, Norviken, Kronviken, Prominent.*

Panama:—*Paumee.*

German:—*Sophie Jebsen.*

Danish:—*Michael Jebsen.*

French:—*Bourbon, Song Bo, Min.*

Japanese:—*Shinyo Maru, Toyohilo Maru, Wakasa Maru, Mishima Maru, Anan Maru, Taikwa Maru.*

Chinese:—*Confucius, Devawongse, Yuan On, Yuan Jong, Fuh Tai, Hwa Tai, Fu Chuan, Shing Ming, Hsin Foo Sing, Tak Hing, Poo Sang, Hwah Yang, Fook Hong, Derwent, Ban Foo Soon, Poo Tye, Lee Cheong, Gen. H. Hunt, Gen. H. Knox, Man Sun.*

Dutch:—*Tjimanoek, Vulcanus, Jan Hankur, Otto, Hong Kong.*

Portuguese:—*Kong On, King On, Shing Cheong.*

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Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE
S.S. "CITY OF LAHORE" via Suez Canal 29th December

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"MONGOLIA"	16,504	26th Nov.	Marseilles and London.
* "MANTUA"	10,946	10th Dec.	do.
"JEYPORE"	5,314	17th Dec.	Marseilles, London and Hull.
"KHIVA"	9,135	17th Dec.	Straits and Bombay.
"KASHGAR"	9,005	24th Dec.	Marseilles, L'don., Antwerp & Hull
"MOREA"	10,953	7th Jan., 1928	Marseilles and London.
"KALYAN"	9,144	7th Jan. ,,	Straits and Bombay.
"DEVANHA"	8,155	21st Jan. ,,	Marseilles, London and Antwerp.
"MALWA"	10,986	4th Feb., ,,	Marseilles and London.
"KHYBER"	9,114	18th Feb., ,,	Marseilles, London and Antwerp.
"MACEDONIA"	11,120	3rd Mar., ,,	Marseilles and London.
‡ "KHIVA"	9,135	10th Mar., ,,	Marseilles, London and Antwerp
"KASHMIR"	8,985	17th Mar., ,,	Marseilles, London and Antwerp.
"MANTUA"	10,946	31st Mar., ,,	Marseilles and London.
‡ "KALYAN"	9,144	7th April, ,,	Marseilles, London and Antwerp.
"MONGOLIA"	16,504	14th April, ,,	Marseilles and London.
"MOREA"	10,953	28th April, ,,	do.
"KASHGAR"	9,005	12th May, ,,	Marseilles, London and Antwerp.
"MALWA"	10,986	26th May, ,,	Marseilles and London.
"DEVANHA"	8,155	9th June, ,,	do.
"MACEDONIA"	11,120	23rd June, ,,	do.

* Does not carry Passengers.
‡ Passengers to Singapore only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TALMA"	10,000	7th Dec.	Singapore, Penang and Calcutta
"TILAWA"	10,006	14th Dec.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

* "TANDA"	6,956	2nd Dec.	Manila, Sandakan, Thursday Island, Townsville, Brisbane Sydney and Melbourne.
* "ST. ALBANS"	4,500	30th Dec.	
"ARAFURA"	6,000	27th Jan., 1928	
"TANDA"	6,956	2nd Mar., ,,	

* Calls at Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union, S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHGAR"	9,005	26th Nov., 6 a.m.	S'hai., Moji, Kobe & Yokohama
"ST. ALBANS"	4,500	6th Dec.	Moji, Kobe, Osaka & Yokohama.
"MOREA"	10,953	9th Dec.	S'hai., Moji, Kobe & Yokohama
"JAKMULA"	5,254	14th Dec.	S'hai., Moji, Kobe & Osaka.
"KALYAN"	9,144	13th Dec.	S'hai., Moji, Kobe & Yokohama.
"DEVANHA"	8,155	24th Dec.	do.
"DELTA"	8,097	1st Jan., 1928	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	3rd Jan., ,,	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,986	7th Jan., ,,	S'hai., Moji, Kobe and Yokohama.
"KHYBER"	9,114	21st Jan., ,,	S'hai., Moji, Kobe & Yokohama.
"KHIVA"	9,135	28th Jan., ,,	Shanghai, Moji & Kobe.
"MACEDONIA"	11,120	4th Feb., ,,	S'hai., Moji, Kobe & Yokohama.
"TANDA"	6,956	7th Feb., ,,	Moji, Kobe, Osaka & Yokohama.
"KASHMIR"	8,985	18th Feb., ,,	S'hai., Moji, Kobe & Yokohama.
"KALYAN"	9,144	18th Feb., ,,	Shanghai, Moji & Kobe.
"MANTUA"	10,946	2nd Mar., ,,	S'hai., Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	6th Mar., ,,	Moji, Kobe, Osaka & Yokohama.
"MONGOLIA"	16,504	17th Mar., ,,	S'hai., Moji, Kobe & Yokohama.
"MOREA"	10,953	30th Mar., ,,	do.
"KASHGAR"	9,005	13th April, ,,	do.
"MALWA"	10,986	27th April, ,,	do.
"DEVANHA"	8,155	11th May, ,,	do.
"MACEDONIA"	11,120	25th May, ,,	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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m.v. "CANTON" Loading about 24th December
For further particulars, apply to the Agents—
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POST OFFICE NOTICE.

XMAS LETTER AND PARCEL MAILS FOR CANADA AND U.S.A.

Xmas Letter and Parcel Mails for Canada and U.S.A. will be closed in the G.P.O. as follows:—

Parcel Mail	29th November	at 1.00 p.m.
Registered Mail	29th "	at 4.15 p.m.
Ordinary Mail	29th "	at 5.00 p.m.

These mails are due in Victoria, B.C. and Seattle on the 19th December.

XMAS LETTER MAIL "VIA SIBERIA" FOR GREAT BRITAIN.

Xmas Letter Mail "via Siberia" for Great Britain will be closed in the G.P.O. at 5 p.m. on the 29th inst. per s.s. *President Cleveland*.
This Mail should reach London about the 22nd December.

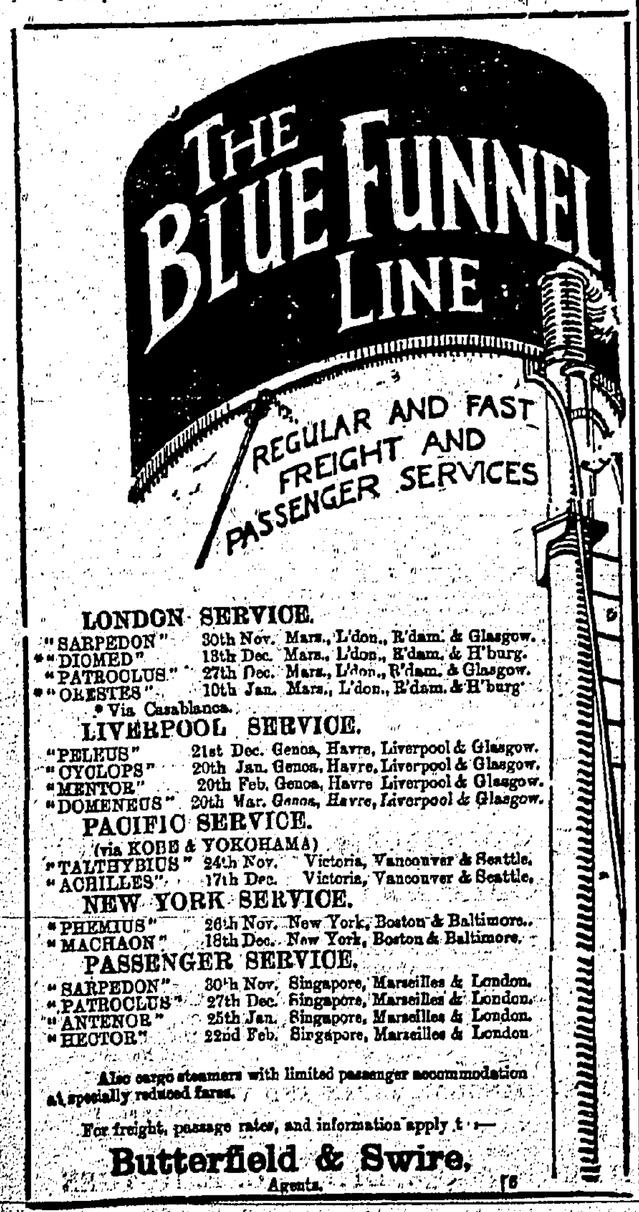
INWARD MAILS.

From	Per	Due
Shanghai	*Luchow*	24th Nov.
Shanghai and Europe via Siberia	*Mongolia*	25th Nov.
Europe via Suez (letters & papers, London, 27th Oct., & parcels, 20th, Oct.)	*Kashgar*	26th Nov.
Shanghai & Swatow	*Soochow*	26th Nov.
U.S.A., Canada, Japan & Shanghai	*Pres. Madison*	27th Nov.
Manila	*Pres. Cleveland*	28th Nov.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Adams*	3rd Dec.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Pierce*	5th Dec.
U.S.A., Canada, Japan & Shanghai	*Emp. of Russia*	7th Dec.

OUTWARD MAILS.

For	Per	Date
		Thursday, 24th.
*Japan, *Canada, *U.S.A. *C. & *S. America & *Europe via Victoria, B.C.—due Victoria, B.C., 20th Dec.	*Talthybius*	Reg. 8.45 A M; Letters 9.30 A M
Saigon	*Telemachus*	9.00 A M
Shanghai, Japan, Canada, U.S.A., C. & S. America, & *EUROPE via Victoria, B.C.—due Victoria, B.C., 13th Dec., & Europe via Siberia	*Pres. Grant*	Reg. 9.45 A M; Letters 10.30 A M
Straits	*Cremer*	10.00 A M
Java via Batavia	*Tjimanook*	2.30 P M
Swatow	*Hydrangea*	2.30 P M
Japan	*Sophie Rickmers*	2.30 P M
Amoy	*Kweiyang*	4.30 P M
Haiphong	*Song Bo*	5.00 P M
		Friday, 25th.
Hoihow, Pakhoi and Haiphong	*Chinhua*	10.30 A M
Swatow, Amoy and Foochow	*Hai Hong*	Noon
Wei Hai Wei	*Kweichow*	5.00 P M
Manila	*Phemius*	5.00 P M
Shanghai & Japan	*Kashgar*	5.00 P M
		Kowloon P.O. Parcels 4.30 P M; Reg. 26th, 9.00 A M; Letters 10.00 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 23rd Dec.	*Mongolia*	*G.P.O.* Par. 25th, 5.00 P M; Reg. 26th, 9.45 A M; Letters 10.30 A M
		Saturday, 26th. 2.30 P M; 5.00 P M
Shanghai & EUROPE via Siberia	*Szechuen*	
Amoy	*Anhui*	
		Sunday, 27th. 8.30 A M; 9.00 A M
Swatow, Amoy & Formosa	*Kaijo Maru*	
Bangkok via Swatow	*Kaying*	
		Monday, 28th. 4.30 P M
Manila	*Pres. Madison*	
		Tuesday, 29th.
Shanghai, Japan, Honolulu, *Canada, *U.S.A., *C.& *S. America & *Europe via San Francisco—due San Francisco, 26th Dec.	*Shinyo Maru*	Reg. 9.45 A M; Letters 10.30 A M
Swatow, Amoy and Foochow	*Hai Ning*	1.00 P M
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 19th Dec., & EUROPE via Siberia	*Pres. Cleveland*	Parcels 1.00 P M; Reg. 4.15 P M; Letters 5.00 P M
Swatow	*Hangsang*	5.00 P M

*Correspondence bearing vessel's name only.



LONDON SERVICE.

"SARPEDON"	30th Nov.	Mars., L'don., R'dam. & Glasgow.
*"DIOMED"	18th Dec.	Mars., L'don., R'dam. & H'burg.
"PATROCLUS"	27th Dec.	Mars., L'don., R'dam. & Glasgow.
*"ORESTES"	10th Jan.	Mars., L'don., R'dam. & H'burg.

*Via Casablanca.

LIVERPOOL SERVICE.

"PELEUS"	21st Dec.	Genoa, Havre, Liverpool & Glasgow.
"CYCLOPS"	20th Jan.	Genoa, Havre, Liverpool & Glasgow.
"MENTOR"	20th Feb.	Genoa, Havre Liverpool & Glasgow.
"DOMENEUS"	20th Mar.	Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)

"TALTHYBIUS"	24th Nov.	Victoria, Vancouver & Seattle.
"ACHILLES"	17th Dec.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"PHEMIUS"	26th Nov.	New York, Boston & Baltimore.
"MACHAON"	18th Dec.	New York, Boston & Baltimore.

PASSENGER SERVICE.

"SARPEDON"	30th Nov.	Singapore, Marseilles & London.
"PATROCLUS"	27th Dec.	Singapore, Marseilles & London.
"ANTENOR"	25th Jan.	Singapore, Marseilles & London.
"HECTOR"	22nd Feb.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up ... $20,000,000
Reserve Funds:—
Sterling £6,000,000
Silver $13,500,000
Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
Hon. Mr. D. G. M. BERNARD, Chairman.
A. H. COMPTON, Esq., Deputy Chairman.
W. H. Bell, Esq. C. G. S. Mackie, Esq.
N. S. Brown, Esq. W. L. Pattenden, Esq.
A. Macgowan, Esq. T. G. Weall, Esq.
H. P. White, Esq.
Chief Manager:
(Hon. Mr. A. C. HYNES.

BRANCHES:—

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	Lyons	Singapore
Colombo	London	Sourabaya
Dairen	Malacca	Sungei Patani
Foochow	Manila	Tientsin
Haiphong	Moukden	Tokyo
Hamburg	Nagasaki	Tsingtao
Hankow	New York	Yokohama
Harbin		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 13th Sept. 1927. [26

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [2

EQUITABLE EASTERN BANKING CORPORATION. AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. $3,000,000.00

HEAD OFFICE:
37, WALL STREET, NEW YORK.

BRANCHES:
SHANGHAI.

General Banking and Exchange Business.
Interest Allowed on all Deposits. Rates on Application.
LONDON AND PARIS AGENTS: EQUITABLE TRUST Co., OF N.Y.
23] D. M. BIGGAR, Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS.

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000. (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000 (£6,666,670.)
Reserve Fund.....Guilders 40,000,000 (£3,333,333.)

Head Office:—AMSTERDAM.*
Eastern Head Office:—BATAVIA.

BRANCHES.—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jiddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Siboiga (Sumatra), Soerabaia, Soerakarta (Solo) Tegal, Tjilatjap and Wonsveden*.
*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.
O. STEENSTRA, Manager.
Hong Kong, 30th July, 1927. [34

THE BANK OF CHINA. 中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL...$60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,398.69

Head Office:—PEKING
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
SHOU J. CHEN
Manager
Hong Kong 30th June 1927 [38

CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £2,080,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £2,000,000

AGENCIES AND BRANCHES

ALOR STAR (Malay States)	IPOH	RANGOON
AMRITSAR	KARACHI	SAIGON
BANGKOK	KLANG	SEMARANG
BATAVIA	KOBE	SERMBAN
BOMBAY	KUALA KANGSAR	SHANGHAI
CALCUTTA	KUALA LUMPUR	SINGAPORE
CANTON	KUCHING	SOURABAYA
CAWNPORE	MADRAS	TAIPING
CEBU	MANILA	TAVOY
COLOMBO	MEDAN	TIENTSIN
DELHI	NEW YORK	TOKYO
HAIPHONG	PEKING	TSINGTAO
HAMBURG	PENANG	YOKOHAMA
HANKOW	PERAWANG	ZAMBOANGA (Philippine Islands).
HONG KONG	PUKET	
ILOILO		

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
J. R. GEORGE, Manager.
Hong Kong, 7th March, 1927. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up Frs. 40,000,000
Special Working Capital Frs. 50,000,000
Reserves Frs. 13,276,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Pnom Penh	Peking	Tientsin
Shanghai	Hong Kong	

BANKERS:
France: Société Generalé, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.
Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN, Manager.
Hong Kong, 21st April 1927.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital£2,000,000
Subscribed Capital£1,000,000
Paid-up Capital£1,000,000
Reserve Fund and Rest...£1,545,667

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis
Bombay	Kota Bharu	(Mauritius)
Calcutta	Kuala Lumpur	Rangoon
Colombo	Kuantan (Pahang)	Shanghai
Delhi	Madras	Simla
Galle	New York	Singapore
Hong Kong	Penang	Sourabaya
Howrah		

HONG KONG BRANCH:
Every description of Banking and Exchange Business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 19th April, 1927. [29

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up ... Yen 100,000,000
Reserve Fund..... Yen 96,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Sourabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen (Dalny)	Manila	Singapore
Fengtien (Mukden)	Nagasaki	Shimonoseki
Hamburg	Nagoya	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokyo
Hong Kong	Peking	Tsinanfu
	Rio de Janeiro	Tsingtao
	Vladivostock	(Temporarily closed)

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.
Hong Kong, 12th September 1927. [35



This advertisement is issued by the British-American Tobacco Co. (China) Ltd. A-138

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.29,384,519.10

BRANCHES:

Bangkok	Hanoi	Pondicherry
Battambang	Hong Kong	Saigon
Cantho	Mengtsz	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Tientsin
FortBayard	Papeete	Tourane
Haiphong	Peking	Yunnanfou
Hankow	Pnom-Penh	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
CH. LEM, Manager.
Hong Kong, 26th February, 1927. [32

THE BANK OF CANTON, LTD.

Established 1912.

HEAD OFFICE: HONG KONG.

Hong Kong Currency

AUTHORIZED CAPITAL ...$11,000,000
PAID-UP CAPITAL 8,864,200
RESERVE FUND 850,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.

Correspondents
In all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40
LOOK POON SHAN, Chief Manager.
37

THE BANK OF TAIWAN, LTD.

HEAD OFFICE:—TAIPEH, FORMOSA.

Incorporated by Special Imperial Chartered, 1899.

Central Bank in Formosa.
Bank-Notes issued
Average amount ... Yen 45,000,000

BRANCHES AND AGENCIES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Shinchiku, Tainhu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, Calcutta, London, New York, Dairen.

LONDON BANKERS:
THE LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, U.S.A., Australia, etc.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.
DEPOSITS IN YEN CAN BE ACCEPTED.
J. IHARA, Manager, Hong Kong Branch.
Hong Kong, 22nd Sept., 1927. [7

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONG KONG.
No. 10, DES VOEUX ROAD CENTRAL, HONG KONG.

AUTHORISED CAPITAL $10,000,000
PAID-UP CAPITAL... 5,000,000
RESERVE... 1,200,000

BRANCHES AND AGENCIES:—

Batavia	London	Penang	Singapore
Bombay	Manila	Rangoon	Sourabaya
Calcutta	Melbourne	Saigon	Sydney
Canton	Nagasaki	San Francisco	Taipeh
Haiphong	New York	Tientsin	
Honolulu	Osaka	Seattle	Tokyo
Kobe	Paris	Semarang	
Kowloon	Peking	Shanghai	

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES TO LET.
KAN TONG PO, Chief Manager
Hong Kong, 5th Sept., 1927.

VISITORS TO CANTON

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Printed and Published by OLIVER THOMAS BREAKSPEAR, for the HONG KONG DAILY PRESS, LTD., at 11, Ice House Street, Victoria, Hong Kong. London Office: 21, Bride Lane, Fleet Street, E.C. 4.